

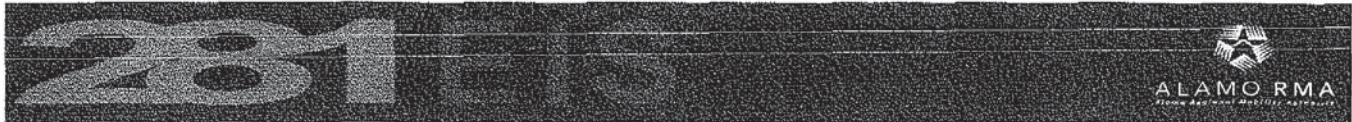
Appendix N1

# ***Public Scoping Meeting #1 Summary Report***

Part 2 of 2

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## **Meeting Evaluation Forms**



Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: DIDN'T PLACE PROPER FOCUS UPON MAIN REASON FOR MEETING: IMPACT UPON THE ENVIRONMENT!

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: DITTO FROM NO. 1

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: ATTENDEES DIDN'T GET A CHANCE TO LEARN WHAT QUESTIONS ARE IMPORTANT AS DETERMINED FROM A PUBLIC FORUM NEED.

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: THOSE TRAVELING BY VIA BUS ONLY HAD ONE BUS PER HOUR OPTION.

5. How did you hear about tonight's meeting? (check all that apply)

<input checked="" type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: SAN ANTONIO TOLL PARTY		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input checked="" type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_

# Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: some of the aerial photos were to old!

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: Hard to pin them down - they were walking on egg shells!

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: close to project

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input checked="" type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

6. In which language do you prefer to receive project information?

☒ English    ☐ Spanish    Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_

\_\_\_\_\_



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: *Many of the "helpers" were from Austin - can't possibly know what a pain 281 has become.*

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: *This is NOT the proper format. We need real answers*

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) <i>E-N</i>	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

### 1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments:

*Excellent*

### 2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments:

### 3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments:

### 4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments:

### 5. How did you hear about tonight's meeting? (check all that apply)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> 411on281.com                              | <input checked="" type="checkbox"/> Church bulletin  | <input type="checkbox"/> HOA/NA bulletin |
| <input type="checkbox"/> Sign placed along US 281 project corridor | <input type="checkbox"/> Friend/family/word of mouth | <input type="checkbox"/> Facebook        |
| <input type="checkbox"/> Twitter                                   | <input type="checkbox"/> Socializer                  |  |

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

### 6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

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## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

### 1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful                      Somewhat Helpful                      Very Helpful

1                      2                      3                      4                      5

Comments: Excellent work - photo's, charts, & explanations

### 2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful                      Somewhat Helpful                      Very Helpful

1                      2                      3                      4                      5

Comments: Very knowledgeable - can explain things clearly

### 3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like                      Somewhat Liked                      Liked Very Much

1                      2                      3                      4                      5

Comments: \_\_\_\_\_

### 4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like                      Somewhat Liked                      Liked Very Much

1                      2                      3                      4                      5

Comments: \_\_\_\_\_

### 5. How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com                      ☒ Church bulletin                      ☐ HOA/NA bulletin  
☐ Sign placed along US 281 project corridor                      ☐ Friend/family/word of mouth                      ☐ Facebook  
☐ Twitter                      ☐ Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

### 6. In which language do you prefer to receive project information?

☒ English    ☐ Spanish    Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
 \_\_\_\_\_

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

### 1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

### 2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

### 3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

### 4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

### 5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) <u>WORK COLLEGE</u>	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

### 6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input checked="" type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: <u>Professional ORGANIZATION (PEPP)</u>		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: *Some, perhaps a little, too detailed for general public*  
*Very good presentation of options being considered/no bias*  
 2. On a scale of 1 to 5, how would you rate the information provided by the staff? *apparent*

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: *very well staffed / soliciting questions / offering information*

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: *excellent breakdown of process stages / scope coverage*

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: *central / on the corridor / good parking / facilities*

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411 on 281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	

Newspaper (which one?) *Express* Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) *MPO*  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> 411on281.com                              | <input checked="" type="checkbox"/> Church bulletin  | <input type="checkbox"/> HOA/NA bulletin |
| <input type="checkbox"/> Sign placed along US 281 project corridor | <input type="checkbox"/> Friend/family/word of mouth | <input type="checkbox"/> Facebook        |
| <input type="checkbox"/> Twitter                                   | <input type="checkbox"/> Socializer                  |  |

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
 \_\_\_\_\_

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: None Only 2 people @ station approached me.

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments:

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: Very attractive, pleasant presentation

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: Too far away

5. How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com      ☐ Church bulletin      ☐ HOA/NA bulletin  
☐ Sign placed along US 281 project corridor      ☒ Friend/family/word of mouth      ☐ Facebook  
☐ Twitter      ☐ Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English      ☐ Spanish      Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input checked="" type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

\_\_\_\_\_  
\_\_\_\_\_



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com      ☐ Church bulletin      ☐ HOA/NA bulletin  
☐ Sign placed along US 281 project corridor      ☐ Friend/family/word of mouth      ☐ Facebook  
☐ Twitter      ☐ Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) ☒ TexasTurf.ORG  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English      ☐ Spanish      Other: \_\_\_\_\_

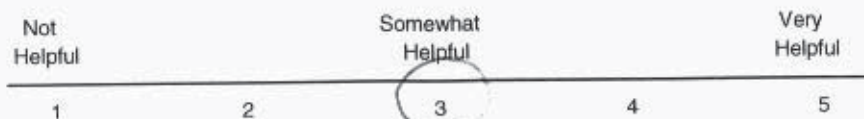
Any other comments? (Please use back of page if you need more space.) Thank you! Comment 45

I oppose the Toll Solution to  
Congestion on U.S. Highway 281,

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?



Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?



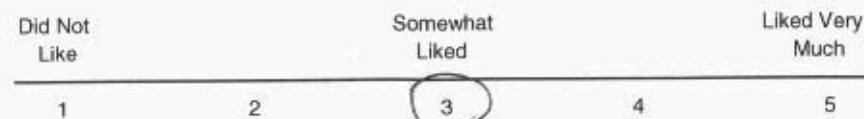
Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?



Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?



Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> 411on281.com                              | <input type="checkbox"/> Church bulletin             | <input type="checkbox"/> HOA/NA bulletin |
| <input type="checkbox"/> Sign placed along US 281 project corridor | <input type="checkbox"/> Friend/family/word of mouth | <input type="checkbox"/> Facebook        |
| <input type="checkbox"/> Twitter                                   | <input type="checkbox"/> Socializer                  |  |

Newspaper (which one?) San Antonio Express Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) Ferri Hall  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 46

Free Highway expansion bus lane/high commuter + bus stops  
Good ideas! Need Funding + Economics included!



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> 411 on 281.com                                       | <input checked="" type="checkbox"/> Church bulletin  | <input type="checkbox"/> HOA/NA bulletin |
| <input checked="" type="checkbox"/> Sign placed along US 281 project corridor | <input type="checkbox"/> Friend/family/word of mouth | <input type="checkbox"/> Facebook        |
| <input type="checkbox"/> Twitter  | <input type="checkbox"/> Socializer                  |  |

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 47

THANK YOU!

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: \_\_\_\_\_

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

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1	2	3	4	5	

Comments: \_\_\_\_\_

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com      ☐ Church bulletin      ☐ HOA/NA bulletin  
☐ Sign placed along US 281 project corridor      ☐ Friend/family/word of mouth      ☐ Facebook  
☐ Twitter      ☐ Socializer

Newspaper (which one?) San Antonio Express      Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_      Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English      ☐ Spanish      Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 48

Free Highway Expansion



## Evaluation

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Not Helpful			Somewhat Helpful		Very Helpful
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Comments: \_\_\_\_\_

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Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: \_\_\_\_\_

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

I LIVE A VERY  
SHORT DISTANCE  
FROM LOCATION

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> 411on281.com                              | <input type="checkbox"/> Church bulletin             | <input type="checkbox"/> HOA/NA bulletin |
| <input type="checkbox"/> Sign placed along US 281 project corridor | <input type="checkbox"/> Friend/family/word of mouth | <input type="checkbox"/> Facebook        |
| <input type="checkbox"/> Twitter                                   | <input type="checkbox"/> Socializer                  |  |

Newspaper (which one?) EXPRESS NEWS Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 49

I FOUND THE OPEN HOUSE VERY INFORMATIVE.



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

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Not Helpful		Somewhat Helpful		Very Helpful
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Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

LET PEOPLE SPEAK

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: \_\_\_\_\_

5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input checked="" type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you!

Comment 50

EXPENSIVE SALES EFFORT  
WASTED ON THOSE WHO KNEW  
THE COST OF TOLLED ROADS.

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

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1 2 3 4 5

Comments: \_\_\_\_\_

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Comments: \_\_\_\_\_

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Comments: \_\_\_\_\_

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1 2 3 4 5

Comments: \_\_\_\_\_

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☐ 411 on 281.com      ☐ Church bulletin      ☐ HOA/NA bulletin  
☐ Sign placed along US 281 project corridor      ☐ Friend/family/word of mouth      ☐ Facebook  
☐ Twitter      ☐ Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_  
 TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_  
 Other: \_\_\_\_\_

6. In which language do you prefer to receive project information?

☐ English    ☐ Spanish    Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 51

\_\_\_\_\_  
\_\_\_\_\_



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

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Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: \_\_\_\_\_

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1	2	3	4	5		

Comments: \_\_\_\_\_

### 4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

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Comments: \_\_\_\_\_

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☐ Twitter      ☐ Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_

TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_

Other: letter in the mail

### 6. In which language do you prefer to receive project information?

☒ English      ☐ Spanish      Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 52

*This was very helpful to our understanding of the problem of highway crowding + long lines of cars. I would like to see a plan developed for building overpasses <sup>above</sup> the roads north of 110th. Stopped lights hinder the flow of traffic.*

## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

**1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?**

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments:

*good - helpful*

**2. On a scale of 1 to 5, how would you rate the information provided by the staff?**

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments:

*helpful*

**3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?**

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments:

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Comments:

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<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	

Newspaper (which one?) *Express*

Radio (which station?)

TV (which station?)

Email (from whom?)

Other:

**6. In which language do you prefer to receive project information?**

☒ English ☐ Spanish Other:

**Any other comments? (Please use back of page if you need more space.) Thank you!**

Comment 53

*don't really trust information or "paid" people to say what they are told to say - I really don't*



Understand how our elected officials could let this whole mess happen - They money was there & ~~not~~ we were "robbed" of highway & now we are wasting time & money on all of this explaining the situation we shouldn't even be in - If DOT - Rick Perry & others were looking out for themselves not the people they are suppose to take care of & do the right thing - This would be good information if we had the <sup>our</sup> roads & were looking into the further - not "fixing" the past & try to be ready for the future - Feels like just another way of stalling instead of doing the right & just thing - The powers to be are going to do what they want any way - The public has hollered & spoke out & no one listens -

## Evaluation

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Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: interpretation of the questions/comments on the displays was not always a yes/no, for example, >

### 2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

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Comments: \_\_\_\_\_

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Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: of course I'm dreading the drive home on north 281

### 5. How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_

TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_

Other: Your mailing to my home

### 6. In which language do you prefer to receive project information?

☒ English ☐ Spanish Other: \_\_\_\_\_

Any other comments? (Please use back of page if you need more space.) Thank you! Comment 54

I cannot recall how the other meetings are going to be conducted, but I hope we will be able to submit our questions so weren't not talking all over each other



The desire to improve existing sheets/traffic lights

of course they need to be improved, but at what priority when compared to the other options

ghx

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**Comments submitted via Project Website**

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Select Site

Current Site → **US281EIS**

Welcome, Leigh-Ann Fabianke. You will be automatically logged out in 2:59:22.

Log Out

Select Language

- Dashboard
- Site Manager
- Drafts
- Components
- Plugins
- Categories
- Content Collections
- Forms
- Permissions
- Site Members
- Advertising
- Email Broadcaster
- Mailing Lists
- Permissions

Version 5.1

Manage Data

Version History | Edit Display | Delete Form | Permissions

Title: **EIS Comments**  
Total Records Available: **24**

From  
08/22/2009 10 PM 50

To  
09/08/2009 10 PM 10

Sort By  
ENTERED Ascending

Keyword Search  
FNAME

View Data | Download

	Date/Time Entered	FNAME	LNAME	MAILING_ADDRESS	CITY	STATE	ZIP	EMAIL	COMMENTS
	08/22/2009 10:50 PM Comment	Stacy #55	Castillo	2027 Three Forks	San Antonio	Texas	78258	zosopaws@yahoo.com	<p>My biggest beef about having to wait for a new EIS is that I feel that wildlife needs are being put ahead of human needs. Why are we worried about the impact on life in the aquifer and not about the air pollution that we humans (and my kids with asthma) have to suffer from all the daily congestion??? I'm sure all the congestion significantly affects air quality and our lung quality!! And also the long commute due to waiting at stoplights for hours seriously affects the quality of life of families who have to wait unnecessary and unreasonably long commute times for working parents to return home to their young children. This is insane! The overpasses and ramps need to be built asap and not worry about the affect on wildlife but worry about how NOT doing it seriously affects us PEOPLE.</p> <p>Sirs:</p> <p>I was at a meeting two years ago in regards to the placement of a sound barrier along 281. The residents on Wild Springs were polled, and an</p>

08/29/2009 7:31 AM Jerry Armstrong 20602 Wild Springs San Antonio Texas 78258 jarmstrong5@satx.rr.com  
 Comment #56

acknowledgement letter sent indicating the approval of such a sound barrier.

Where is the above sound barrier? I expect the construction of said sound to begin in the very near future.

Emergency vehicle traffic has increased on Hwy 281 due

to the location of Fire/EMS located on Evans Rd. and the

location of the new Hospitals in the immediate area. Sound

barrier walls should be located on both Evans Rd. and along

Hwy 281 adjacent to Big Springs housing.

Road elevation should be lowered as it transits past Big

Springs in order to further reduce traffic noise pollution.

Prevailing winds from the South East, East and South tend

to further amplify traffic noise and air pollution on adjacent

homes in Big Springs.

The full EIS must address the noise and air pollution generated by the increased traffic flow on hwy 281 as it

pertains to the housing located along Wild Springs Dr.

which parallels Hwy 281.

Two years ago TXDOT promised a sound barrier wall and noise reducing pavement along Hwy 281. Please get the following done soonest:

1) An adequate sound barrier wall along 281

2) Noise reducing pavement on all elevated roadways.

The road noise in our Big Spring community is often deafening, and I live two streets over. Both these promises made a few years ago will go along ways to truly making the neighborhoods along 281 much more livable.

I strongly support the construction of connector ramps at 281 and 1604. From an environmental perspective, the area is already highly

08/29/2009 10:46 AM Clarence Agin 20803 Wild Springs Dr. San Antonio TX 78258 cagin@satx.rr.com  
 Comment #57

08/30/2009 5:38 PM David Garcia 20611 Wind Springs San Antonio TX 78258 garciadg@hotmail.com  
 Comment #58

08/31/2009 9:11 AM Howard Hicks 16014 Eagleway St. San Antonio Texas 78247 banderahix@satx.rr.com

Comment #59

developed, so additional structures will have little impact on water or plant and animal life. The reduction in congestion provided by the new ramps should significantly reduce air pollution from vehicles idling for long periods of time at that intersection. It will also reduce fuel consumption and improve the quality of life for commuters in the area who can spend their time doing more productive things than sitting in traffic.

I avoid that intersection if at all possible. I look forward to seeing traffic move more freely in the area.

08/31/2009 10:01 AM Scott Ericksen 4815 Los Reyes San Antonio tx 78233 sericksen@satx.rr.com

Comment #60

Build US 281 as soon as possible and toll if you must.

This entire section of 281 is an unbelievable nightmare every commute morning and afternoon. Thousands of cars, inching along, frustrating the residents and creating SIGNIFICANT pollution (if ever there was an environmental impact this is it) is an everyday occurrence - twice a day. I am sick and tired of people who don't have to personally experience this, grouse about proposals to remedy this shameful situation.

08/31/2009 10:07 AM Ronnie Craft 26411 White Eagle Dr San Antonio TX 78260 rcraft@satx.rr.com

Comment #61

You have my complete support on this project, to include toll roads, or any other remedy that is offered. The current situation is the result of failed policy, failed politics and failed planning. No matter what is chosen it could only improve the current awful situation, as I can't imagine it being worse.

08/31/2009 10:08 AM Guy Clumpner 9422 Gloxinia Gaden Ridge Texas 78266 guy.clumpner@holtcat.com

Comment #62

I am in favor of using stimulus money to improve the horrible traffic conditions at US 281 and 1604.

Guy Clumpner

08/31/2009 10:54 AM John Covert 6826 Rock Rd San Antonio Tx 78229 moosecov@aol.com

Comment #63

Please consider redoing the the interchange at 1604 and 281 when forming your budget and planning. It is dangerous and causes cars to sit and pollute. Thanks, John Covert

The area where the structures are proposed is already highly developed and

08/31/2009 11:30 AM Edward Craner 135 El Cerrito Circle San Antonio TX 78232 edwardcraner@yahoo.com  
 Comment #64

08/31/2009 12:47 PM David Horne 25230 Callaway San Antonio TX 78260 dhorne@swbc.com  
 Comment #65

08/31/2009 1:58 PM David Villyard 20603 Idyllwild San Antonio Texas 78258 dvillyard@aol.com  
 Comment #66

08/31/2009 4:51 PM Howard Hicks 16014 Eagleway St. San Antonio Texas 78247 banderahix@satx.rr.com  
 Comment #67

09/02/2009 3:52 PM John Maxwell 3602 Woodrose Circle San Antonio Texas 78247 jmaxsat@satx.rr.com  
 Comment #68

highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection. Additionally, improved throughput from 1604 to 281 (and vice versa) would improve access to downtown businesses and decrease propensity of drivers to utilize side streets/neighborhoods as thoroughfares, thus improving neighborhood safety.

This NEEDS to happen! The areas were already highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection.

DH

I live in Stone Oak & fight the unacceptable congestion on 281 daily. I believe that the addition of traffic lanes (either tolled or non-tolled) are the preferred solution & that they will not have a negative impact on the environment. In fact the additional lanes will enhance the environment by limiting the exhaust pollution from idling autos. I find the current conditions to have a negative impact on my family's quality of life & the value of my & my neighbor's properties. Fix the problem, please.

Mike Villyard

20603 Idyllwild SAT  
 481-0501

The 281 corridor project is vitally needed. With proper handling of runoff, it can be built and provide less impact on water quality than it does today. Certainly, reduced congestion will mean improved air quality. The transportation improvements will have a positive impact on quality of life because users will spend significantly less time on the road.

Please use stimulus funds to eliminate the traffic mess at 1604 and 281. Current useage and structure cause significant polution and energy waste.

On behalf of The Greater San Antonio Chamber of Commerce

- Over the past several years, The Chamber has been looking to the future, understanding that since San Antonio's growth has been on the rise, infrastructure must be implemented now to meet the needs of tomorrow.

- When The Chamber identifies and considers issues, they are not taken lightly, and many voices are heard throughout a very thorough process.

- In considering issues such as the creation of the Alamo RMA, the Trans-Texas Corridor, and tolling, the Chamber's Transportation Committee scrutinizes transportation funding and found tolling to be the ideal method of additional road capacity in this situation because of reduced funding from the state & federal governments and the safety and congestion issues caused by San Antonio's growth.

- The Chamber's position on this 281/1604 project has been vetted through members of our Transportation Committee, Public Affairs Steering Committee, Executive Committee and Board of Directors.

- The Chamber believes that these problems need to be solved as quickly as possible, and doing things the way we have always done them has left us in with a lack of capacity and sitting in a lot of traffic.

- Therefore, The Greater Chamber supports the construction of the planned tolled express lanes along the Loop 1604 corridor from SH 151 to IH 10 East and 281 North because the plans address the rising congestion levels in the greater San Antonio area, providing drivers an option to avoid sitting in traffic, relieving congestion decades earlier.

- We support the project and look forward to it being completed. Thank you for the opportunity to share our perspective

09/03/2009 11:46 AM Liza Gonzalez 602 E. Commerce San Antonio TX 78205 lgonzalez@sachamber.org  
Comment #69

09/03/2009 12:09 PM John Perez 1730 Oakland Bend San Antonio TX 78258 johnp1500@yahoo.com  
Comment #70

with you.  
Over the past two-years our family has endured traffic congestion along US 281 silently. It has cost us endless hours of production time, reduced our quality of life, and repeatedly made us late to numerous appointments because traffic jams can pop up at anytime.

Its is high time that a new facility be built along this corridor. We realize there are many opponents to this needed improvement; but truthfully, we believe these organized opponents have an agenda that does not take into account the nneeds of the silent majority; a majority which endures day after day this horrific traffic mess along this vital traffic corridor.

We need relief now! Please do not delay this project any further. Our quality of life depends on this toll road being built!

Environmental Impacts?? How about all the smog caused by vehicles idling in traffic?

Cumulative Impacts? What about how more and more people are detrimentally impacted every day this problem is not solved? The commulative effect on the residents (silent majority)is significant!

Please help us, the silent majority, get relief form the organized minority tirants that decide for "US" everyday our fate.

Please build this road now!

John Perez, Adriana Perez, Christian Perez, and Alexandra Perez... the Perez household!

While I am disappointed that TXDOT has misused funds previously set aside for 281, I am more disappointed that special interest groups have been able to delay progress on an area that desperately needs serious action. The current congestion in the area has very serious economic cost. I would prefer to see that overpasses are built; however as a resident of the area I would be willing to



09/03/2009 3:00 PM Clint Wynn 1346 Desert Links San Antonio TX 78258 cwynn97@hotmail.com  
Comment #71

I would be willing to allow toll roads to be installed. I am a realist and understand that the state has a huge short fall between road needs and road funds. If a public project toll road was built, any revenue generated in the area should go only to maintain that toll and not be redistributed to other parts of San Antonio or Texas as a matter of equity.

Again, I am sincerely frustrated by the amount of public time and money being wasted arguing emotionally versus working to implement a reasonable solution

Clint Wynn

I would like US 281 built as a freeway. I feel that a tolled US 281 will negatively impact me. For example, Financially as I use US 281 to earn a living as a salesman. Also, mentally. I will never come to the understand that a quasi government agency used our gas tax dollars to build a road and is now charging me a toll to drive on it.

Thank you

Byron Juen

AS A SENIOR CITIZEN LIVING ON A FIXED INCOME, A US 281 TOLL ROAD WOULD NEGATIVELY AFFECT ME BECAUSE I USE US 281 TO GO TO WORK 5 DAYS A WEEK. PLEASE KEEP US 281 A FREEWAY.

THANK YOU,

VIRGINIA RANDOLPH

09/04/2009 2:45 PM BYRON JUEN 214 SILENTBLUFF SAN ANTONIO TEXAS 78216 byronjuen@att.net  
Comment #72

09/04/2009 2:54 PM VIRGINIA RANDOLPH 16006 TIMBERWAY SAN ANTONIO TEXAS 78247 JENGEE\_RANDOLPH@SBCGLOBAL.NET  
Comment #73

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**Comments submitted via Email**

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This event has ended, but you can now add post-event photos and comments.

## US 281 Environmental Impact Statement Community Open House

Hosted by The Alamo RMA

**Thursday, Aug 27, 2009** (5:30 PM to 8:00 PM) at **St. Mark's Catholic Church Gymnasium**

1602 Thousands Oaks Drive, San Antonio, TX Google Yahoo Mapquest

210-495-5256 US281EIS@AlamoRMA.org

www.411on281.com

Socializr URL: [www.socializr.com/event/445696748](http://www.socializr.com/event/445696748) [Change](#)



Posted by The Alamo RMA

### Event Photos

[Add Photos](#)

### Post-Event Comments

Comment #74 (This comment was submitted 2 times,



**John Tedor** (Yes) see Comment #131)

In general, I found the displays and information presented at the EIS open house interesting and useful. I enjoyed speaking with and exchanging ideas with the RMA personnel. I was disappointed that there was not better public participation, but I think that was largely due to the fact that the event was NOT well publicized in advance ? the same was true for the 1604-281 interchange event, which I would have attended also, had I known about it beforehand. What was lacking at the open house was any mention of the RMA's current plans or thoughts on development of the 281 corridor, or even a good concrete presentation of the possible alternatives. However, given the RMA's previous predisposition toward the toll road solution, and the strong public opposition thereto, I believe I understand why this was not emphasized. The current situation of severe traffic congestion, unsafe conditions, and long travel delays on Highway 281 north of Loop 1604 needs to be remedied as soon as possible. TXDOT's supreme ineptitude in managing this project has resulted in a loss of public confidence, a squandering of our tax dollars, and ? in some severe traffic accidents ? serious injury and loss of life. Since Gov Perry seems to be oblivious of his transportation administration's ills, I believe the Legislature should act to restructure and redirect TXDOT in a more public service oriented manner. I hope that the RMA, as a local body, will be more receptive and responsive to the needs and desires of the local public. In my opinion, some improvement in conditions on 281 North could be achieved with a simple re-timing and coordination of the traffic signals from Borgfeld Drive down to Encino Rio, with greater priority given to the through traffic on Highway 281. I am not a traffic engineer, but I believe that with all the traffic data that has been gathered on this stretch of road, the mobility engineers should be able to devise a light timing scheme that would do a lot toward reducing delays for the southbound traffic during morning rush hours and for the northbound traffic in the evening. This could be achieved quickly and inexpensively, and would be environmentally neutral (or perhaps a slight improvement by reducing overall cumulative engine idling time). The proposed ?Super Street? concept, assuming it works as advertised, should also be implemented as soon as possible, as a relatively quick and inexpensive interim improvement. However, a definitive solution to the current 281 corridor congestion problems will require more extensive roadwork. In my opinion, additional through traffic lanes on Highway 281 are NOT required. If existing traffic lights could be eliminated at the 7 intersections from Borgfeld down to Encino Rio, the current 2 lanes northbound and 2 lanes southbound should be able to accommodate existing or even increased traffic loads with minimal congestion. To eliminate these signals, 5 to 7 over- or underpasses should be constructed at selected intersections. I would recommend Bulverde Road, Wilderness Oak (Summerglen Way), Marshall Road, Stone Oak Parkway, Evans Road, and perhaps Redland Road as the best candidates for installation of over/underpasses. These main feeder roads should have direct access to/from 281 both north- and southbound. Access to/from Highway 281 at Borgfeld Drive, Overlook Parkway, Sendero Verde, Encino Rio, and

### RSVP

Your response was:

**Yes**

(shared with friends)

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**Guest List** 2 people attending

**Yes (2)**

all



John Tedor



The Alamo RMA

**Maybe (1)**

all



carol.shaw

**Not Responded (48)**

all



alexis\_bier



Alex Reid



bmschaub



all other intervening side streets, driveways, commercial entrances, etc. would be re-routed to the main feeder roads along 1-, 2-, or 3-lane access/frontage roads (depending on local traffic demands) paralleling 281 on both sides. Essentially, 281 North outside Loop 1604 should be a limited access FREEway just like 281 North inside Loop 1604. From 6 up to 10 total traffic lanes would be required. With proper forethought and design, the existing 281 right-of-way might also accommodate a mass transit system (perhaps elevated over the median) or allow for possible future expansion in the number of through traffic lanes, if needed. I believe this approach could be accomplished at a much lower cost (at least 50% less) than has been quoted for the massive toll road project (\$1.3+ Billion?), and with significantly LESS ENVIRONMENTAL IMPACT. I have spoken with many people (friends, neighbors, coworkers, church members, other 281 drivers, etc. ? at least dozens, if not more than a hundred) regarding this project, and I have yet to encounter anyone from the general public who favors a toll road. I do not understand why TXDOT, the MPO, and the RMA continue to push the toll road solution in the face of overwhelming public opposition. I would also like to know what happened to the funding (~\$100 million) that TXDOT had available in 2003 to build overpasses, and additional funds (~\$112 million) available from the Texas Mobility Fund? If anyone from the RMA can provide insight on these questions, I would greatly appreciate hearing their explanations. I further do not understand why, given strong public opposition, any politician would support toll roads. Those who do so, and those who say they are in opposition but vote differently, will likely find themselves out of office at the next election. Thank you for the opportunity to provide comments.

8/30/09 4:19 AM  
Delete



**carol.shaw** (Maybe) Comment #75

Nothing will be acceptable except for NON-tolling. Nothing is acceptable to me except for the original plan of overpasses and lane expansion. Overpasses are all over this city and we can't even get one. Interesting that the Dominion area did without any talk of tolling. I'm sick to death of the discrimination against people who live along the 281 corridor. This city annexed us to extort tax dollars but we can't even get what other areas of the city get. Also interesting that County Commissioner Rodriguez got any plans of tolling on the West side off the table.

8/28/09 8:13 AM  
Delete

Add a new post-event comment:

Add Comment

You are an important part of the US 281 Environmental Impact Statement (EIS) study, and it is the Alamo RMA's goal to ensure that every concern, idea, suggestion and voice be heard as the EIS study moves forward.

This EIS must be completed before any long-term solutions can be made to address the increased congestion along US 281 from Loop 1604 to Borgfeld Road.


Please stop by Thursday's EIS open house to:

- Meet the US 281 EIS project team
- Learn more about the EIS study
- Discuss the need and purpose for improving mobility within the US 281 corridor
- Submit comments about options for improving mobility

See you there!

For more information about the US 281 EIS, please visit [www.411on281.com](http://www.411on281.com).

PM#1: 76  
Email

 You replied on 8/20/2009 4:16 PM.

**US281EIS**

**From:** Charles Hood [chhoodmd@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:**  
**Attachments:**

**Sent:** Tue 8/18/2009 6:03 PM

Regarding US 281---

The problem is one of unrestrained growth allowed in the absence of meaningful planning by a City Council that never met a developer it didn't love.

The solution is meaningful mass transit, at first by bus and then I hope, with trolleys or other light rail.

C. H. Hood, M.D.

chhoodmd@yahoo.com

# confusion to the enemy

PM#1: 77  
Email

You replied on 8/20/2009 4:18 PM.

**US281EIS**

**From:** Alejandro Esparza [alalesparza22@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** concerned resident  
**Attachments:**

**Sent:** Tue 8/18/2009 7:32 PM

To whom it may concern:

Why so difficult to plan for roads in HUGE TEXAS when is so sample, that even a sixth grader will easily pinpoint the problem with traffic in US 281 we don't need a TOLL ROAD or SUPER STREET the answer is OVERPASSES plain in sample ,now I don't now the reasons or created interests from individuals ,company's,politics or environmental issues but why expend millions in a band-aid that may help for a couple of years and than start allover again.

Thank you for reading my e-meil  
Regards north side resident



PM#1: 78  
Email

You replied on 8/20/2009 4:19 PM.

**US281EIS**

**From:** David Chin [dichin@pol.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** comment to the Alamo RMA  
**Attachments:**

**Sent:** Wed 8/19/2009 7:51 AM

I'd like to add a comment for my vision for the 281 corridor from Loop 1604 to Borgfield Road.


I would like to see interchange ramps developed around the US 281 and Loop 1604 intersection. During the past many years, I've seen a lot of traffic congestion around the 281 and 1604 intersection for people going to work and coming home. People coming out of Stone Oak Pkwy or further from the west who want to travel south along US 281 have to get onto the eastbound feeder and stop at the traffic lights at the intersection before turning south and looking for an on-ramp to the US 281 going south. I feel that having interchange ramps would relieve a lot of the traffic congestion at that intersection.

Also, I would like to see the freeway for US 281 extended further north past the place where it intersects with Stone Oak Parkway; possibly all the way to Borgfeld Road. There seems to be enough room in the center grass area between the north and southbound lanes to keep them as feeder roads and put an elevated freeway in the center having on-ramps and off-ramps for Red Land Rd, Encino Rio, and Evans Rd. This should help relieve the congestion that happens from everyone having to stop at the traffic lights at Encino Rio and Evans Rd. This way, only those actually wanting to use those roads will have to stop at those lights.

Thank you.

David Chin  
2318 Encino Mist  
San Antonio, TX 78259

pm#1:79  
Email

 You replied on 8/20/2009 4:20 PM.

**US281EIS**

**From:** Dion Albertson [dpja58@hotmail.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281  
**Attachments:**

**Sent:** Wed 8/19/2009 8:08 AM

The solution was pretty simple a few years ago, if TxDOT or ARMA had only acted. Add overpasses at the major intersections from 1604 to Borgfield and remove the stop lights and allow traffic to free flow. The traffic lights are the problem. Apparently the powers to be weren't interested in a good economical solution, just generating money for their pet projects. I've been to the public meetings, they're just dog and pony shows, and these will be no different.

Get back to school stuff for them and cashback for you. Try BingT now.

PM#1:80  
Email

You replied on 8/20/2009 4:14 PM.

**US281EIS**

**From:** Lawrence Geisler [lmgelsler47@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** The 4-1-1 on 281  
**Attachments:**

**Sent:** Wed 8/19/2009 1:04 PM

I LIVE IN ENCINO PARK AND HAVE SOME QUESTIONS. I WOULD LIKE TO KNOW HOW THE RICH PEOPLE THAT LIVE IN THE DOMINION@ I-10 COULD GET AN OVERPASS AT THEIR EXIT TO I-10 SO QUICK AND EASY. I WOULD LIKE TO KNOW WHY IT TAKES SO MANY STUDIES TO GET SOMETHING DONE ABOUT 281. I ALSO WOULD LIKE TO KNOW WHY THE OVERPASSES WERE NEVER PUT IN ( I UNDERSTAND AT ONE TIME THEY WERE IN THE BUDGET) WHEN ARE YOU GOING TO START TO DO SOMETHING ABOUT 281, THIS STUDY CRAP HAS BEEN GOING ON TO LONG.

[lmgelsler47@yahoo.com](mailto:lmgelsler47@yahoo.com)



PM#1:81

Email

US281EIS

**From:** info@alamorma.org [info@alamorma.org]  
**To:** Alamo RMA Community Relations  
**Cc:**  
**Subject:** AlamoRMA.org Contact Us Form  
**Attachments:**

**Sent:** Wed 8/19/2009 5:54 PM

Name: Alan Fetzer

Email: afetzer@sabx.rr.com

Phone: 210 507 5000


Address: 26420 White Eagle Drive

Questions: Your traffic concerns

Comments: Eliminate all threats of toll roads on 281 and you will have overwhelming support from the residents of north Bexar County for improvements to 281. We are already paying a lion's share of the tax burden for highway construction and maintenance and we resent efforts to toll us for roads that we have funded for decades.

PM#1:82

Email

 You replied on 8/20/2009 4:10 PM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

**US281EIS****From:** Tilley, Bruce [bruce.tilley@wellsfargoadvisors.com]**Sent:** Thu 8/20/2009 10:24 AM**To:** US281EIS**Cc:****Subject:** north 281 traffic**Attachments:**  Picture (Metafile) 1.jpg(1KB)  Picture (Metafile) 2.jpg(3KB)

I moved to bulverde six years ago. Since then I have witnessed substantial growth on the north side of san antonio. Also since that time I have heard a tremendous amount of talk and only talk. I have been extremely disappointed in texdot and any and all governmental agencies etc who seemed to be involed in this issue. There has been incredible lack of foresight and planning of the infrastructure in this city, which I assume is a lack of real leadership. How many more meeting, studies do you need to finally act on something? The amount of money required to fix the problem continues to grow as time goes on. Good luck with your project. Bruce tilley



R. Bruce Tilley  
Branch Manager  
First Vice President - Investment Officer  
Wells Fargo Advisors  
777 E. Sonterra Blvd. Ste. 175  
San Antonio, TX 78258  
210/404-1120  
f 210/404-1107  
800/460-5150  
bruce.tilley@wellsfargoadvisors.com  
San Antonio Stone Oak A818

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PM#1:83  
Email

 You replied on 8/24/2009 1:40 PM.

## US281EIS

**From:** Charles Pheasey [pheasey@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** Congestion relief  
**Attachments:**

**Sent:** Fri 8/21/2009 3:08 PM

Living north of 1604 and west of 281, the congestion on that highway is of great concern. And I have several comments to make:

1. The turnaround lanes proposed to expedite movement on 281 will only move the backups from Evans and Stone Oak a bit farther along the highway - it won't eliminate the backups. What is needed at both interchanges are **overpasses** (moving Evans and Stone Oak over 281), and at the same time, either access road exits or ramps up to the overpasses must be built. Those two interchanges are the biggest bottlenecks in the city.

2. Then lights could to be eliminated at Encino Rio, Marshall, Overlook and Bulverde. Instead, have those turnaround lanes for those streets. Should the need to maintain lights at those exchanges then time the lights from Encino Rio north (Overlook south) so through traffic can have a shot at moving through the area without stopping.

3. The key are **overpasses** at Evans and Stone Oak. As long as cross traffic is allowed, requiring traffic lights, the situation will not improve.

4. Environmental questions about new lanes, ramps or overpasses are unfounded. Let me ask you one question - which is worse for the environment, overpasses or traffic stopped for a half hour, idling wasting fuel and polluting the air with the exhaust - not to mention frayed nerves of drivers? I'd say the latter is by far worse. As for the aquifer, rain runoff can be redirected into culverts and holding areas allowing it replenish the aquifer.

5. At 281 and 1604 and tiered ramped exchange is necessary. Local access must be maintained for business but a higher tier of ramps merging/moving traffic directly onto 1604 from all directions (and from 1604 to 281) will greatly increase traffic flow. The 281 and 410 exchange works well and could be an example of how to do it.

6. **As for tolls. Forget it.** Have you seen the toll roads in Austin and Houston? No one is on them. Millions of dollars for empty lanes. Toll roads will only add to the congestion and not just along 281 and 1604 but north/south roads like Stone Oak, Blanco and Bulverde.

7. If people know the construction is the wise decision and will eliminate congestion, they will tolerate the inconvenience.

8. I used to live in Cleveland, Ohio, and they incorporated express lanes which allows through traffic to continue moving with no local access. I don't believe there is enough extra land along 281 to do this. I wanted to mention it.

Original city and county planner did not anticipate the growth north of the city and growth that will continue on Steubing land north of Sonterra. To say that's just the way it is shows a "blowing it off" attitude.

The waste of money to put in turnaround lanes could be better used to build Evans and Stone Oak **overpasses**, ramps and better access lanes; and better traffic patterns at the other intersections and the new exchanges at 281 and 1604. The ultimate goal is to move traffic northbound with the least stopping. Traffic in rush hour will slow, but it doesn't need to back up. Backups from before Overlook all the way to Encino Rio is ridiculous - and northbound from before 1604 to Marshall is likewise insane.

This is **an issue for the residents** and not outsiders, those who don't even live in the area nor drive 281, need to be heard as outside interests, but hold a minor role to actual residents. What say should I have on some construction project south of downtown?

The sooner the congestion on 218 and the 281-1604 interchange issue is solved, the better for residents, businesses and visitors to our great city. Time to act is now. We all know the problem, additional study will provide nothing more than more upset people over the congestion which will only get worse while it being studied ad nauseam.

Thank you for the opportunity to address my concerns.

Charles Pheasey  
 1106 Morning Spring  
 San Antonio 78260



PM #1: 84  
Email

You replied on 8/24/2009 1:37 PM.

**US281EIS**

**From:** Steven Place [SPLACE@satx.rr.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Solutions for 281  
**Attachments:**

**Sent:** Fri 8/21/2009 3:14 PM

I am very much against a Toll Road being built to eliminate the congestion on 281 North of 1604.

A simpler solution would be to widen the road to accommodate the work traffic, (morning and evening rush hours), and having two way frontage roads on either side to accommodate local traffic. So that would give you 6 lanes of Freeway traffic and 4 lanes of Frontage roads, a total of 10 lanes. This is far better than Toll roads! Since our taxes have already paid for these roads it seems foolish to turn these over to a private company. With all the new businesses that have opened up and more on the way, we not only have to handle the traffic we have now but also what the future traffic will be when all the new businesses are open.

Come on people, lets start spending our money wisely and get the job done!

Throwing Lots of money at a problem will not make it go away! It will just line the pockets of our learders and big business, we must use our gray matter and come up with a viable solution.

Sincerely,  
Steven C. Place



PM#1:85  
Email

 You replied on 8/24/2009 3:36 PM.

**US281EIS**

**From:** DON J FERGUSON [ferguson4628@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281  
**Attachments:**

**Sent:** Fri 8/21/2009 5:38 PM

What is the average daily traffic volume on US 281 between 1604 and the Comal county line?

What is the average daily traffic volume on US 281 between 1604 and Overlook Parkway?

What is the average daily traffic volume on US 281 between 1604 and Marshall road?


What is the average daily traffic volume on US 281 between 1604 and Stoneoak?

What is the average daily traffic volume on US 281 between 1604 and Evans?

What would be wrong with an elevated road cantilevered on pedestals located between the existing roadways from 1604 to the county line?

don ferguson

pm#9:86  
Email

 You replied on 8/24/2009 1:36 PM.

## US281EIS

**From:** stevelap@gvtc.com [stevelap@gvtc.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281  
**Attachments:**

**Sent:** Fri 8/21/2009 7:39 PM


I have used 281 from Bulverde to SA since 1976: " Super road"( only right turn, then work your way to left to do a u turn) seems like it would help only when traffic is medium to light "rarely happens  
 Over passes at Borgfeld, Bulverde, Lookout Canyon, Marshall, Stone Oak , Evans, and EncinoRio are the real and expensive solutions.====My solution

### My opinion

Government and Developers seem to make 10,000 home deals in private ---"you give me a good deal and you will get added property taxes" we both win but the residents and commuters get trashed.  
 These new developments provide little or no help for enough schools, fire, access. and traffic flow, How redundant am I?

I love my 30,000 new neighbors and welcome them to San Antonio, Local Government  
 ===Developers===Tex Dot need to start acting like neighbors not oppressive Land Barons of old.  
 What is the point of buying and living in a beautifully developed community , if you can't get to work or the store? Can you sense the bitterness?

pm#1:87  
Email

 You replied on 8/24/2009 1:34 PM.

**US281EIS**

**From:** Dona Shisk [shisk@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 Corridor  
**Attachments:**

**Sent:** Fri 8/21/2009 10:20 PM


Overpasses work, look around the city, they work. We Want the overpasses we were told we were going to get. Overpasses work. You have money to build roads all over town, the west side, bandera road, blanco. we want overpasses  
OVERPASSES WORK  
Dona Shisk



PM#1:88  
Email

(This comment was submitted 3 times via email, see Comment #90  
and Comment #132)

Page 1 of 1

 You forwarded this message on 8/23/2009 1:05 PM.

## US281EIS

**From:** Gene Richardson [erichardson3@satx.rr.com]  
**To:** Alamo RMA Community Relations  
**Cc:**  
**Subject:** DO NOT MAKE US 281 A TOLLWAY!  
**Attachments:**

**Sent:** Sat 8/22/2009 6:35 PM

Dear Alamo RMA:

Texans do not need nor desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for.

Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report.

Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest.

My vote is to add overpasses and access roads within the already purchased right-of-way.

Sincerely,  
Gene Richardson  
San Antonio, Texas



PM#1:89  
Email

You replied on 8/24/2009 1:28 PM.

**US281EIS**

**From:** Alamo RMA Community Relations  
**To:** US281EIS  
**Cc:**  
**Subject:** FW: 281 Proposals  
**Attachments:**

**Sent:** Sun 8/23/2009 1:05 PM

Leroy D. Alloway

Director, Community Relations

Alamo Regional Mobility Authority

---

**From:** Edith Helmich [mailto:ehelmich@satx.rr.com]  
**Sent:** Saturday, August 15, 2009 4:41 PM  
**To:** Alamo RMA Community Relations  
**Subject:** 281 Proposals

Traffic at all intersections of 281, particularly at 1604, is a nightmare and this problem cannot be ignored any longer. If a toll-road can decongest the traffic, then a toll-road must be built! With side roads, it would be possible for local travelers to by-pass the toll-road for short distances, but the longer-distance travelers would speed on their way without creating massive traffic jams daily.

I support the construction of a toll-road!

Edith Helmich

San Antonio, TX

PM#1: 90  
Email

and Comment #132)

You replied on 8/24/2009 1:24 PM.

**US281EIS**

**From:** Alamo RMA Community Relations  
**To:** US281EIS  
**Cc:**  
**Subject:** FW: DO NOT MAKE US 281 A TOLLWAY!  
**Attachments:**

**Sent:** Sun 8/23/2009 1:05 PM

Leroy D. Alloway

Director, Community Relations

Alamo Regional Mobility Authority

**From:** Gene Richardson [mailto:erichardson3@satx.rr.com]  
**Sent:** Saturday, August 22, 2009 6:36 PM  
**To:** Alamo RMA Community Relations  
**Subject:** DO NOT MAKE US 281 A TOLLWAY!

Dear Alamo RMA:

Texans do not need nor desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for.

Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report.

Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest.

My vote is to add overpasses and access roads within the already purchased right-of-way.

Sincerely,  
 Gene Richardson  
 San Antonio, Texas

pm#1:91  
Email

You replied on 8/24/2009 1:18 PM.

# US281EIS

**From:** Stan Hoggard [lowmiles@flash.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 North Corridor  
**Attachments:**

**Sent:** Mon 8/24/2009 11:23 AM

24 Aug 2009

The Alamo RMA,

Thank you, for allowing me this opportunity for input into discussions that will impact my community in the US 281 corridor.

I'm not in favor of the Super Street Concept for our area for the following reasons.

I worked Phoenix Az for several months and familiar with their Super Streets. Phoenix is a gridded city meaning there are multiple North, South, East and West parallel and perpendicular streets for traffic dispersion and diversion around the Super Street for many points of entry and exit. Thus the congestion dilemma solved during heavy traffic periods for Phoenix.

Compared to our 281 North corridor with no parallel streets, the 281 Super Street would incur a congesting Super Long Left turning lane in both directions. This would then incur increase congestion by producing dangerous crossing lane traffic in the opposite direction.

I do have a solution: My version of an old idea. The By Pass similar to those at the AirPort exchange to 410 and the 410 to Bandera Rd exchange.

a. By Pass entire length from between Brook Hollow and Donnell North to between Marshall and Overlook Pkwy for thru traffic with:

b. Direct access to 281 from 1604 East and West

c. Direct access to 1604 from 281 North and South



d. 281 North exit and South Bound Access would be

between Marshall Rd and Wilderness Oak

The above solution would be in compliance with the FHWA by having entrance/exit ramps reduce North and South Bound congestion all key intersections.

The many businesses and neighborhoods around the intersections would not be cut off completely from vehicular traffic without ramps and frontage roads.

I realize that this solution is an idealized / perfect scenario solution and does not consider factors and regulations I'm not in a position to be aware of.

Thank you for your consideration,

Respectfully,

Stan Hoggard

519 Misty Water Ln


San Antonio, TX 78260

830-980-3954

lowmiles@flash.net



PM#: 92  
Email

 You replied on 8/25/2009 1:23 PM.

## US281EIS

**From:** eliud garcia [elgarcia4@gmail.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281 N Congestion  
**Attachments:**

**Sent:** Mon 8/24/2009 4:45 PM


Please advise regarding the following alternative:

1. A Hybrid solution that involves both tolled and non-tolled freeway lanes along with the frontage lanes.
2. It would be a scaled down version of the I-10 corridor from Katy to Loop 610 in Houston.
3. The result could be 3 non-tolled lanes each way with 2 tolled lanes in the middle.
4. The two tolled middle lanes could run one-way at all times depending on rush hour traffic (ie. South in the mornings and north in the afternoons; they could go north one way all day Sat and Sun and still be a major help).
5. This would provide a tolled revenue source now.
6. It would move traffic in the direction it needs to be moved at the most congested times.
7. Provides an option for those willing to pay to get where they need to get to when they absolutely need to get there.
8. Still provides the same number of non-toll lanes that the toll critics are currently requesting.
9. As an added incentive to boost the use of the tolled lanes, why not allow toll road traffic to legally move at speeds of up to 20 mph higher than normally allowed (ie legally allow max speed at 85mph on the toll lanes rather than the customary 65 mph).

Thanks,

E. Lou Garcia  
 210-218-9172

PM#1:93  
Email

 You replied on 8/25/2009 1:23 PM.

## US281EIS

**From:** Jack Morris [lmbrrjk@msn.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Comments on 281  
**Attachments:**

**Sent:** Mon 8/24/2009 4:56 PM

Having experienced the traffic problems on 281 from 1604 to Barged Rd., I feel qualified to offer some observations.

Aside from the EIS, everyone seems concerned about where the money will come from to make whatever improvements are necessary to alleviate the traffic congestion in this area. The two new monster retail developments on either side of 281 and Evans have dramatically increased the number of vehicles here. Since the developers of these malls have profited immensely from their projects, why hasn't the Alamo RMA required the developers to address the infrastructure (expand the roadways) to accommodate the increased traffic, at the developers' expense? This should have been a requirement BEFORE any new construction began, not as an afterthought. Now, it appears, this will become a problem for the taxpayer. Poor planning seems to be the norm for governing agencies in this part of the country.

Assuming that the funding issues are resolved, the creation of an HOV (High Occupancy Vehicle) and Express Lane will help the traffic situation. This has worked well in other large urban areas with similar traffic issues. This is simply a 2-lane road that parallels 281, but open only to vehicles with two or more occupants at no charge, and would also be available to non-HOV vehicles on a toll basis. Non-HOV cars would be required to have a transponder that records their Express Lane usage and debits their credit card from pre-registered data. The flow of traffic is controlled by allowing only southbound vehicles during the AM rush hour, and then reversing the flow to only northbound traffic during the evening rush hour.

Jack Morris


\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 4364 (20090824) \_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

PM#1:94  
Email

Page 1 of 1

 You replied on 8/25/2009 1:22 PM.

**US281EIS**

**From:** Farjellah, Michael D Mr CIV USA USAMEDCOM  
[michael.farjellah@us.army.mil]  
**To:** US281EIS  
**Cc:**  
**Subject:** Thoughts on 281 EIS  
**Attachments:**


**Sent:** Mon 8/24/2009 8:32 PM

Has there been any consideration for the environmental impact on HWY 281 if the road construction is delayed another 3 years to conduct the EIS? What is the total cost of the mechanical wear and tear of traffic jammed vehicles, inefficiency in the work place due to lost time, pollution (e.g., gas and oil spills), car accidents due to the bumper-to-bumper grind, and the mental health (e.g., stress, aggravation) that one endures on a daily basis?

Sincerely,  
Mike Farjellah  
Major, US Army



PM #1:95  
Email

 You replied on 8/25/2009 1:21 PM.

**US281EIS**

**From:** Gary Tschirhart [gtschirhart@sabx.rr.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 corridor concerns  
**Attachments:**

**Sent:** Tue 8/25/2009 3:25 AM

I won't make the 8/27 meeting, but I would like to make 2 points.

1. On the Super Street, make 2 left turn-around lanes instead of 1. Take as much center median now to lessen expense later and provide for wide lanes. For the left turn around lanes, estimate liberally on the length, then add 50% more length. In the future, you do not want those waiting to do u-turn to get in the way of the through 281 traffic by bottlenecking it.
  2. Take some congestion off 281 North by getting Gold Canyon all the way through to Encino Rio.
  3. At Stone Oak Parkway east approaching 281, there has always been a drainage problem and there is an unnecessarily large dip there. Water collects on the south side of Stone Oak. Redo drainage from north side going under Stone Oak to south side and carry it out as far as the elevation requires to drain the water away. Then fill in the deep dip there to make flush with 281 level. I realize this may require some slight regrading of the asphalt along 281 also.
  4. Lastly, at the 1604 east / 281 south intersection at Bill Millers, the barricades that were installed are good. I wish you could put a sign there stating "This is not a STOP; proceed and merge"
- Is there anyway to take out the remaining island there and make it where cars could squeeze by to get onto the 281 south access road?

Thank you,  
Gary Tschirhart  
497-6776



PM #1:96  
Email

**US281EIS**

**From:** Dion P. Albertson [dalbertson@cectexas.com]  
**To:** Alamo RMA Community Relations  
**Cc:**  
**Subject:** overpasses  
**Attachments:**

**Sent:** Tue 8/25/2009 7:04 AM

Well yea, overpasses only and the associated access road

---

Dion P. Albertson, R.P.L.S. #4963

Project Manager

Civil Engineering Consultants

Texas Firm Registration Numbers:

Engineering F-2214 & Surveying 100410-00

11550 IH 10 West, Suite 395 | San Antonio, TX 78230

Direct: 210.798.9243 | P: 210.641.9999 | F: 210.641.6440

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PM #1: 97

Email (with Response)

US281EIS

**To...****Cc...****Bcc...****Subject:** FW: Concerns about open house format**Attachments:**

**From:** Terri Hall [mailto:terri@texasturf.org]  
**Sent:** Wednesday, August 26, 2009 5:51 PM  
**To:** Robertson, Jim  
**Cc:** Bill Bunch; Ramon-Ayala, Heather A.  
**Subject:** Re: Concerns about open house format

Please place all of our concerns in the official record....

I totally disagree, an "open" exchange of ideas is just that, OPEN, not having individuals give individual comments to a stenographer over in the corner. We've also learned from many years of experience that the highway lobby's preference is to come in, say "I want the toll road" and leave so as to avoid saying so in a room filled with their fellow taxpayers who will have to foot the bill for an unwanted toll road that will benefit their industry.

- Terri

\_\_\_\_\_

Terri Hall

Texans Uniting for Reform and Freedom

[www.TexasTURF.org](http://www.TexasTURF.org)

"Government is instituted for the common good; for the protection, safety, prosperity, and happiness of the people; and not for profit, honor, or private interest of any one man, family, or class of men." - John Adams

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**US281EIS**

**From:** Leigh-Ann Fabianke [leighann@smithcollaboration.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** FW: Concerns about open house format  
**Attachments:**

**Sent:** Fri 8/28/2009 4:08 PM

---

**From:** Robertson, Jim  
**Sent:** Tuesday, August 25, 2009 6:01 PM  
**To:** 'Terri Hall'  
**Cc:** Bill Bunch; Ramon-Ayala, Heather A.  
**Subject:** RE: Concerns about open house format

Hi Terri.....I appreciated your note. Our intent is to provide a free exchange of project views and concerns. I think the open house format for the public scoping meeting keeps everyone informed about the project while allowing attendees to discuss their own comments and questions with a variety of subject matter experts through engaging, two-way dialogs. Other attendees may prefer to simply view the exhibits and read the information. All attendees have the opportunity to exchange ideas and provide input on the need for, and possible alternatives to, US 281 transportation improvements. There'll be lots of different ways for folks to make comments, and these will be well communicated at the meeting. The "come-and-go-as-you-please" format also may make it a little more convenient for some to attend.

Following the scoping meeting we'll prepare a written summary of the proceedings, including the comments received, responses to comments, and modifications, if any, to the project resulting from comments. The written summary will be available to the public.

And just to clarify, there will be a public hearing as part of the US 281 EIS and it will occur following the release of the Draft EIS.

I think the open house format is widely used because it's a good method of informally interacting with interested members of the public, and is consistent with the objectives and methods of NEPA regarding scoping and public involvement. According to CEQ, scoping is supposed to be an "early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action" (40 CFR 1501.7). The lead agency is called upon to "invite Federal, State, and local agencies, any affected Indian tribe, the proponent of the action, and other interested persons (including those who might not be in accord with the action on environmental grounds". The agency scoping will be held earlier in the day, and the opportunity for "other interested persons" is clearly the key objective of the evening session. I'm not aware of any further specific requirements for a public hearing format (other than for the DEIS) in CEQ or FHWA regulations (e.g., T6640.8A), or the Texas Administrative Code.

Again, at this early stage of the process there's a need to make sure that everyone is heard, including those who may be reticent to speak before large audiences or whose opinions may go against the prevailing sentiment. Some comments from FHWA's Community Assessment "Quick Reference" handbook (FHWA 1996) may be useful:

"Public involvement is not intended to be a separate task in the community impact assessment process but rather fully integrated within planning and project development... The process must provide for an open exchange of information and ideas among the public, community impact analysts, and the entire project development team... Among the "keys to promote open dialogue": provide a non-threatening, open atmosphere; be responsive and honest...and be polite and treat people fairly."

The open house meeting format is certainly not perfect; but in light of the specific goal of this meeting, which is to get a broad spectrum of public input to the NEPA scoping process, the open house format has proven to be effective, and I think it will produce a useful record. I'd like to hear your thoughts about alternative formats that we might use for future meetings. Thanks again for writing.

Hope to see you Thursday.....Jimmy

---

**From:** Terri Hall [mailto:terri@texasturf.org]  
**Sent:** Tuesday, August 25, 2009 12:55 PM  
**To:** us281eis@alamorma.org; Ramon-Ayala, Heather A.; Robertson, Jim  
**Cc:** Bill Bunch  
**Subject:** Concerns about open house format

We have growing concerns about the techniques being utilized by the RMA for its public meetings/hearings. An open house format does not comport with NEPA.

An open house format does not allow the public a chance to hear a formal presentation all at one time, with the identical project information. The public has to read handouts, look at posters and project drawings spread around the room, and ask one-on-one questions of people from ARMA and the consulting firms in order to gain any understanding of the project. There is no official record of the questions and answers from the comments/concerns expressed in one-on-ones. For a public hearing, there is a comment and response report where you can read the agency's official response, but not with an open house.



TxDOT in recent years has begun to use the open house so that those opposed to a project don't get to express their opposition during an open comment period at the end of a meeting where the audience hears these concerns and sometimes applauds and may cause some people to change their minds about a project. The open house format is a divide and conquer technique designed to silence those who may oppose the agency's preferred alternative.

At the RMA's open house for the 281 superstreet, attendees were not even made aware that in order to have their comments appear on the official record, they had to go submit them to the stenographer. We had many folks tell us they didn't even know a stenographer was present.

The open house format is not a proper format for public hearings and it must be stopped or it can and will be challenged.

- Terri

---

Terri Hall

Texans Uniting for Reform and Freedom

[www.TexasTURF.org](http://www.TexasTURF.org)


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PM#1: 98  
Email

Page 1 of 1

 You replied on 8/26/2009 11:18 AM.

**US281EIS**

**From:** Roberts,Bob [roberts.bob@heb.com]  
**To:** US281EIS  
**Cc:** Roberts,Bob  
**Subject:** Transportation Improvement Alternatives  
**Attachments:**

**Sent:** Tue 8/25/2009 2:41 PM

To Alamo RMA,

Building a new highway above the existing "highway" could be a viable solution.

We would have the overpasses leaving the existing roads to become the "frontage" roads.

Austin has IH35 freeway elevated above its frontage roads.

Macalister freeway was built for the most part above ground with out frontage roads.

A Super Street is a temporary fix. We will eventually need to have overpasses.

Why not start with what we all know will be the solution?


*Regards,*

*Bob Roberts*  
*Daily 281 Commuter*

(210) 542-5897



pm #1:99  
Email

 You replied on 8/26/2009 11:20 AM.

## US281EIS

**From:** Tim Sinks [t-sinks@swbell.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281 Environmental Impact Study  
**Attachments:**

**Sent:** Wed 8/26/2009 7:40 AM

Gentlemen:

You may be getting these same comments from lots of citizens. The traffic problem on 281 from 1604 North seems obvious. Since there are no overpasses at Encino Rio, Evans Road, Stone Oak Parkway and the other roads with lights, this creates the problem. The solution for this, just like the solution inside 1604, is to get overpasses built. Instead of wasting our dollars and time on a study, you should instead start construction on the overpasses.

Thanks,  
*Tim Sinks*

Chief Retirement Officer  
 Aspect Wealth Management, a Registered Investment Adviser  
 Financial Advisor, Financial Network Investment Corporation  
 9311 San Pedro, Ste. 1100  
 San Antonio, TX 78216  
 877-702-7732, ext. 81565  
 210-268-1565  
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PM# 1:100  
email

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## US281EIS

**From:** GARZA, GLORIA A (ATTSI) [gg2034@att.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** HWY 281 Traffic  
**Attachments:**

**Sent:** Wed 8/26/2009 10:42 AM

We live at 281 and Bulverde Road. It takes me 30 minutes to travel 5 miles and that is simply ridiculous. There is no question that we need some relief. I believe that the most logical and expeditious way to get relief is to build overpasses at the busiest intersections (Encino Rio, Evans, and Stone Oak). Something needs to get done and soon.

Gloria A. Garza  
 SR. Hr Specialist  
 ofc 210-351-5141  
 fax 210-351-5989

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PM#1:101  
Email

 You replied on 8/28/2009 4:09 PM.

**US281EIS**

**From:** Paula Stone [pstone001@satx.rr.com]

**Sent:** Thu 8/27/2009 7:26 AM

**To:** US281EIS

**Cc:**

**Subject:** NO TOLL ROADS

**Attachments:**

Highway 281 doesn't need toll roads.


All it needs are regular overpasses; they work well everywhere else in the city.

Toll roads are so expensive and will take so long to build that they are illogical.

When something so illogical is pushed so hard by politicians, there is graft involved.

Who is getting the kickback for the toll roads?

Paula Stone  
9008 Broadway  
SA, TX 78217

PM #1: 102  
Email You replied on 8/28/2009 4:08 PM.**US281EIS**

**From:** pam yarnold [pyarn@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 Toll Road  
**Attachments:**

**Sent:** Thu 8/27/2009 7:50 AM

We do not need to turn 281 into a toll road. What happened to the 100 millions tax dollars put aside for the original overpass/expansion plans?

There is no need for 16-20 lanes on 281. It is busy, but it is not that busy. The overpass and expansion lanes would be enough.

Please send me a confirmation of your receipt of these comments.

Thank you,  
Pam Yarnold  
21434 Bubbling Creek  
San Antonio, Texas 78259



PM#1:103

Email

You replied on 8/27/2009 8:52 AM.

**US281EIS**

**From:** NANCY ZAPATA [nzap@satx.rr.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Ideas for 281 Traffic  
**Attachments:**

**Sent:** Thu 8/27/2009 7:54 AM

Dear Mr. Alloway,

Thank you for requesting ideas regarding the 281 traffic situation. A large part of the problem seems to be the 3 traffic light outside 1604 at Encino Rio, Evans, and Stone Oak. Another problem is no highway connection between 281 and 1604. The following are some of our ideas:

**Idea #1**

Please consider making an HOV lane out 281. It should be similar to Houston's where it begins as close to downtown as possible and then has different entrance and exit points along the way. It should continue out around Borgfeld Rd. It can have some exits along the way. It should continue out to at least Overlook. This means there needs to be at least 2 people in the car to qualify to use it, and it flows toward downtown in the mornings and from downtown in the afternoons.

**Idea #2**

Please build an exit ramp like on Bandera Rd. It continues out a couple of lights. An exit ramp could continue from 1604 out past Evans and Stone Oak to Overlook. This would shoot cars out past the lights if they live past Stone Oak.


**Idea #3**

If the above ideas are not possible, please consider an overpass on 281 so that people can bypass the 3 problem lights that hold up traffic at Encino Rio, Evans, and Stone Oak.

Thank you again for listening to ideas and we hope a wonderful solution arises.

Nancy Zapata

PM#1:104  
Email

 You replied on 8/27/2009 8:50 AM.

**US281EIS**

**From:** Humberto Ramirez [ramtex@sbcglobal.net]

**To:** US281EIS

**Cc:** bert

**Subject:**


**Attachments:**

**Sent:** Thu 8/27/2009 7:57 AM

No to the 281 toll road and any other toll roads, I vote yes to the original overpass/expansion plan. The original overpass/expansion plan better serves the needs of the community.

Humberto Ramirez  
10303 Cone Hill  
San Antonio, Texas 78245  
(210) 674-1084

PM#1: 105  
Email

 You replied on 8/27/2009 8:49 AM.

## US281EIS

**From:** EMcGann@gtweed.com [EMcGann@gtweed.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Citizen Input on 281  
**Attachments:**

**Sent:** Thu 8/27/2009 8:40 AM

I am writing this to provide the RMA with my input on highway 281 upgrade/expansion:

- I live north of 1604, right off highway 281, so I and my family will be impacted by changes to highway 281.
- I am strongly opposed to toll lanes on 281, for the following reasons:
  - the tolls will be perpetual, with motorists like me paying much, much more than the cost to upgrade and maintain 281. I strongly resent being a "cash cow" for other TXDot expenditures in perpetuity.
  - the non-toll option could be done faster and for less cost
  - the non-toll option would have less impact on the environment (fewer lanes, no toll plazas, etc)

The majority of the citizens who use 281 are strongly opposed to tolling that highway. Why not let us vote on it?


I request you reply to confirm you have received this input.

Sincerely,  
 Ed McGann  
 19815 Park Ranch Rd  
 San Antonio, Tx 78259  
 210-497-3322  
 email address: emcgann@satx.rr.com



PM #1: 106

Email


 You replied on 8/28/2009 4:07 PM.**US281EIS****From:** jgrace@gvtc.com [jgrace@gvtc.com]**Sent:** Thu 8/27/2009 8:57 AM**To:** US281EIS**Cc:****Subject:** No toll road please**Attachments:**

I live in the Mountain Lodge sub-division and would like to add my comments to the information collection being done by the RMA. Knowing the toll road would take up much more land, cost more in construction, have more impact on the environmental surroundings and cost us in the long run in tolls for the rest of our lives living/working/going to school on 281 - WE DO NOT WANT A TOLL ROAD! We want the original plan that was supposed to be built in the first place - overpasses at all the lights. The money was there at one point and now it's gone - it's outrageous that this theft was allowed to happen and we don't want another crime to come in the form of a toll road. We want a "freeway" not a toll road!

Thank you and I would like some type of confirmation that these comments were received and will be recorded please.

Julie Grace  
2127 Mountain Mist  
San Antonio, Texas 78258  
(830)980-3338  
[jgrace@gvtc.com](mailto:jgrace@gvtc.com)

PM#1:107  
Email

 You replied on 8/28/2009 4:06 PM.

**US281EIS**

**From:** Jean Heide [hi-d-ho@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281  
**Attachments:**


**Sent:** Thu 8/27/2009 8:59 AM

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!**

I am totally against toll roads in San Antonio (and anywhere in the state for that matter). I think paying for 281 expansions with tolls is discriminatory to the people who live in that area. These toll roads will not only affect their daily travel, but will also devalue their property values as no one will want to own a home where you have to pay daily to get back and forth to it!

Jean Heide  
3126 Manila  
San Antonio, Texas 78217  
210-655-5783

PM#1:108  
Email

 You replied on 8/28/2009 4:04 PM.

**US281EIS**

**From:** CM [alamomall@juno.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** FREE \_ Build more exchanges on US Highway 281  
**Attachments:**

**Sent:** Thu 8/27/2009 9:18 AM

TO: Regional Mobility Aug 27, 2009

Association & Others

SUBJ: FREE Build more exchanges on

US Highway 281

FROM: Taxpayer C Morris Converse, TX

1. The state gas tax and governmental appropriations in or before 2000 had \$325 million plus more for these 10 lanes and exchanges from the Texas Legislature and MPO (Mobility Policy Organization?). That is

available to build loops, exchanges and additional lanes from Loop 1604 up North US Highway 281.

2. These are to be FREE road built with only tax funds provided since before 2000.

3. Why has the continued



delay been done of now 9 years?

4. Why is ONLY toll road

source determined to pay for all

these existing road improvements

when the Texas Department of Transportation and State agencies have the funds to pay for these existing road improvements?

5. When will this be put to a vote by those paying for the roads the taxpayers if bonds are the only NON TOLLING source of funds?

6. Why do you hire when it is illegal for any Texas agency to use & pay for with tax funds

Public Relations firms that tell us lies in our San Antonio Express Newspaper, other newspapers, radio and many media outlets?

7. When will you be held accountable to the taxpayers and tell the truth?

**8. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!**

Sincerely,

C Morris

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PM#1:109  
Email

You replied on 8/28/2009 4:03 PM.

**US281EIS**

**From:** mike acosta [guppy3948@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** KEEPING YOUR WORD/IT SHOULD STILL MEAN SOMETHING  
**Attachments:**


**Sent:** Thu 8/27/2009 9:49 AM

PLEASE , YES I SAID PLEASE LISTEN TO THE PEOPLE. WE ARE TIRED OF BEING TOLD WHAT IS GOING TO HAPPEN TO US , THE 281 TOLL ROAD MUST NOT HAPPEN. WE DON'T WANT IT. QUIT LIEING TO US AND GIVE US THE OVER PASSES WE WERE PROMISED. AT SOME POINT PEOPLE NEED TO KEEP THEIR WORD.THINK OF OUR WANTS AND NEEDS,THE THINGS WE THE PEOPLE WANT. AT THE VERY LEAST PUT THIS TO A VOTE AND LET US BE HEARD. WE ARE TIRED OF CHOKING DOWN ALL THE THINGS THAT ARE BEING SHOVED DOWN OUR THROATS.

THANK YOU  
MIKE ACOSTA  
30628 LEOPARD  
BULVERDE,TX 78163

P.S. A RESPONSE WOULD BE NICE.

PM #1:110  
Email

 You replied on 8/28/2009 4:01 PM.

**US281EIS**

**From:** Charles Wright [seymourskunk@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Toll Roads  
**Attachments:**

**Sent:** Thu 8/27/2009 9:53 AM

No Toll Roads! Charles and Carol lee wright

start: 0000-00-00 end: 0000-00-00



PM#1:111  
Email

You replied on 8/28/2009 4:00 PM.

**US281EIS**

**From:** Heagerty, George [gheagerty@usacycling.org]

**Sent:** Thu 8/27/2009 9:58 AM

**To:** US281EIS

**Cc:**

**Subject:** please fix 281 north NOW

**Attachments:**

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL  
OVERPASS/EXPANSION PLAN!**

**I would like a confirmation of receipt please.....**

George Heagerty

1016 Steubing Oaks

San Antonio, TX. 78258

[gheagerty@usacycling.org](mailto:gheagerty@usacycling.org)

719 231-5107 cell

719 434-4211 office

719 434-4311 fax

PM#1:112  
Email

You replied on 8/28/2009 3:59 PM.

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**US281EIS**

**From:** Jayson Smith [jayson@goaccess.cc]  
**To:** US281EIS  
**Cc:**  
**Subject:** my 2 cents  
**Attachments:**

**Sent:** Thu 8/27/2009 10:41 AM

To Whom It May Concern: Alamo RMA

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!**

**Please note and log my comments. I also request that you send me a confirmation that my comments today have been received.**

Jayson Smith, Independent Agent  
Access Insurance Services  
15600 San Pedro Avenue, Suite 401  
San Antonio, TX 78232  
210-499-5433

PM #1:113  
Email

You replied on 8/28/2009 3:57 PM.

**US281EIS**

**From:** Art Garza [art.garza@genesisnet.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Help  
**Attachments:**

**Sent:** Thu 8/27/2009 11:16 AM


Today is 8-27-09. There was a huge accident at the intersection of Bulverde Rd / 281 N. I do not know the cause of the accident but I believe that this and many more accidents will happen as a result of NO ACTION to fix the N281 problem. So much talk and NO ACTION!! I wish we would be told who is responsible? The governor? TXDOT? Local Politian's? The Environmental people? All of the above is what I think! I believe the Governor can push this along? But still being influenced by lobbyist pushing for toll roads?

I moved up here in 1999 thinking a solution would come soon. And it seemed that way according to the newspaper articles. It's hard to believe it has been 10 years of talk. Just talk!

Stuck in Traffic. ART GARZA JR.



PM#1:114  
Email

 You replied on 8/28/2009 3:56 PM.

**US281EIS**

**From:** ted smith [teddyohh@hotmail.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** MY VOTE FOR NO TOLL ROADS!!!!  
**Attachments:**

**Sent:** Thu 8/27/2009 11:49 AM

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL  
OVERPASS/EXPANSION PLAN!**

STICK TO THE ORIGINAL PLANS!!!! WE DO NOT NEED OR WANT TOLL ROADS IN SAN ANTONIO  
---- EVER!!!! THE MONEY IS / WAS THERE FOR THE ORIGINAL PLAN!!!!

NO TOLL ROADS!!!!!!

TED SMITH  
2526 FAWN OAK  
SNA ANTONIO, TX 78232

---

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PM #1:115  
Email

You replied on 8/28/2009 3:55 PM.

**US281EIS**

**From:** Michele Sobeck [mcsi29@yahoo.com]  
**To:** US281EIS  
**Cc:** greg.abbott@oag.state.tx.us; public.information@oag.state.tx.us  
**Subject:** Texas Deceptive Trade Practices Act and RMA  
**Attachments:**

**Sent:** Thu 8/27/2009 12:02 PM

The Texas Deceptive Trade Practices Act (DTPA) was enacted to protect consumers from deceptive business practices. Pursuant to the act, consumers may be entitled to redress in cases involving false or misleading business practices, breaches of warranty, and general malfeasance on the part of companies and corporations.


Perhaps the Texas Attorney General would help the citizens of San Antonio and surrounding areas persuade the RMA to use the already collected funds to improve the 281 North/1604 congestion.

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!**

Thank you,  
Michele Sobeck

start: 0000-00-00 end: 0000-00-00

PM #1:116  
Email

 You replied on 8/28/2009 3:53 PM.  
This message was sent with high importance.

**US281EIS**

**From:** Shaw, Carol L Ms CIV USA MEDCOM AMEDDCS  
[Carol.Shaw@AMEDD.ARMY.MIL]

**To:** US281EIS

**Cc:**

**Subject:** 281

**Attachments:**

**Sent:** Thu 8/27/2009 1:18 PM

Pls. enter my comment officially and send confirmation:

No tolling of 281. I want the original plan of overpasses/expansion of lanes, which is much less costly and environmentally friendly than the toll version. There are overpasses all over San Antonio, yet we can't get any, which is inexcusable.


*Ms. Carol Shaw*

*3335 Highline Trail*

*San Antonio, TX 78261*



PM #1:111  
Email

 You replied on 8/28/2009 3:52 PM.  
This message was sent with high importance.

**US281EIS**

**From:** Nina Speairs [nina.speairs@nspeairs.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 ENVIRONMENTAL STUDY "SCOPING MEETING"  
**Attachments:**

**Sent:** Thu 8/27/2009 1:24 PM

**To :                Alamo RMA**

**Please add my comments to the record for the meeting tonight, Thursday,  
August 27, 2009**

**WE DO NOT NEED A TOLL ROAD TO FIX THE THE PROBLEM ON 281.  
WE NEED THE OFFICIAL OVERPASS/EXPANSION PLAN. IT SHOULD  
HAVE ALREADY BEEN BUILT !**

**WE DO NOT WANT 16 LANES !!**

**Nina Speairs, Ph.D.  
7705 Lake Highlands Drive  
Fort Worth TX 76179**

**Please send me a confirmation of your receipt of my comments. Thank you.**

PIN #1.110  
Email

You replied on 8/28/2009 3:51 PM.

**US281EIS**

**From:** Mark [mark@isi-tx.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 Toll Road  
**Attachments:**

**Sent:** Thu 8/27/2009 5:07 PM

Between you guys and Obama, we are going to go broke because you can not keep taking our money away from us. This is not the democratic way of life we had envisioned by our forefathers. STOP this nonsense or we will get rid of you in the next election whether elected or appointed. Do you not smell the new wave hitting the country telling the administration we don't want what you have in store for us?????? Do you want this to get out of hand????

Mark Ealy  
105 Bent Oak Dr.  
Shavano Park, Texas 78231  
(210) 493-4200

PM #1:121  
Email

You replied on 8/28/2009 3:48 PM.

**US281EIS**

**From:** Robert Carrier [recarrier@hotmail.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Toll roads???  
**Attachments:**

**Sent:** Fri 8/28/2009 4:15 AM

Gentlemen,

You can't fool me I was born in Chicago and I know all about the graft and corruption concerning toll roads. We citizens of Texas and the US have the right to travel without highway robbery stops. Damnit we pay federal and state gasoline taxes already. Drop this money making scheme or we will vote you out of office!!! Don't test us, we are pissed off already!!!

Robert E. Carrier

---

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PM #1:122  
Email

You replied on 8/28/2009 3:46 PM.

**US281EIS**

**From:** DANNYSANDI ROOT [roadrunr2@usa.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** Highway 281 and Toll Roads  
**Attachments:**

**Sent:** Fri 8/28/2009 9:29 AM

We don't need and we don't want toll roads on highway 281. Those of us who live along 281 North already feel cheated that we haven't gotten the overpasses and access roads that our taxes should long ago have paid for. The mere consideration of toll road in this area is an added insult to the resident/tax payer. Such a program will end up costing us more in the long run and will take longer to provide the solutions we need now to our traffic problems.


It is nothing short of astounding that our elected and appointed officials have watched the congestion on Hwy. 281 increase all these years, allowing further commercial and residential development come in to add to the problems, and then have the gall so suggest that we pay our way out of those problems with toll roads.

That's not a solution. That's another problem. Do what is right; fix the roads we have.

Danny and Sandi Root  
Bulverde

PM#1:123

Email

 You replied on 8/28/2009 3:43 PM.**US281EIS****From:** JWReesing@aol.com [JWReesing@aol.com]**Sent:** Fri 8/28/2009 9:51 AM**To:** US281EIS**Cc:****Subject:** Comments - Offical EIS Record**Attachments:**

When I go to Waco, I use the toll road around Austin. I know toll roads save time and probably, also, save gasoline.

I think the extension for US 281 should be made as a toll road with alternate roads on each side that will give everyone an option as to which road they want to use.

Thank you,  
John W. Reesing  
20550 Huebner Road #223  
San Antonio

PM#1: 124  
Email

You replied on 8/28/2009 3:37 PM.

## US281EIS

**From:** Guy M Acerra [guy.m.acerra@ampf.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281  
**Attachments:**

**Sent:** Fri 8/28/2009 11:01 AM

My Comments on 281.

1. Please hurry as the traffic, air pollution, wasted fuel and wasted time is unbearable. Any EIS is needs to include these issues.

**2. Please limit the aggravation that occurs Northbound between Encino Rio and Evans. People use the far right lane as a short cut, and then cut over making the other lanes much slower. My recommendation is to place a curb between the middle lane and the far right lane that extends south from Evans for 2500 feet. This will stop the inconsiderate drivers from Cheating.**

Thanks,

> > > > > > >

**Guy M. Acerra, CFP®, CLU®**  
 Senior Financial Advisor | CERTIFIED FINANCIAL PLANNER™ practitioner  
 An Ameriprise Private Wealth Advisory Practice

Ameriprise Financial Services, Inc.  
 1314 E. Sonterra Boulevard, Bldg. 4, Suite 401 | San Antonio, TX 78258  
 Office: 210.582.1311 | Fax: 210.582.1301  
[guy.m.acerra@ampf.com](mailto:guy.m.acerra@ampf.com)  
<http://guyacerra.com>

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\*\*\*\*\*



PM#1:125  
Email

 You replied on 8/28/2009 3:36 PM.

**US281EIS**

**From:** J. E. Hollan [jehollan@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 Comment  
**Attachments:**


**Sent:** Fri 8/28/2009 3:23 PM

My family and I are expect Hwy. 281 overpasses and NO TOLL  
ROADS.

J. E. Hollan  
[jehollan@yahoo.com](mailto:jehollan@yahoo.com)

start: 0000-00-00 end: 0000-00-00

PM#1:120  
Email

 You replied on 8/30/2009 2:20 PM.

**US281EIS**

**From:** Bob Haag [bobhaag@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281/1604  
**Attachments:**

**Sent:** Fri 8/28/2009 7:55 PM

I strongly oppose the tolling of 281. It has already been paid for once. E.I.S. and the RMA need to get their act together and stop slowing down progress, we have enough of that done by politicians. In the private sector, you are graded by your results, so far TxDot, RMA, and the E.I.S. have accomplished nothing but slowing down the construction of a "NON Toll" highway. If they were in the private sector, they all would have been fired by now.

Sincerely,

Bob Haag  
2055 Adobe Trail  
San Antonio, Texas 78232


PM # 1:121  
Email (with Attachment letter)



You replied on 8/30/2009 2:24 PM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

**US281EIS**

**From:** Global Business Services [jb\_annab@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** The 4-1-1 on 281  
**Attachments:**  Dr. and Mrs. Jose L Fernandez.docx(14KB)

**Sent:** Fri 8/28/2009 8:43 PM

This are our suggestions.



Dear Sirs.

My wife and I bought a residence in the community of Champions Run in 2004. We realize from the beginning that there were 2 traffic engineering problems causing traffic congestions.

Problem No. 1

The intersection between 1604 and 281 was not design accordingly to carry the amount of traffic that gradually has been increasing with the development of new residential areas around and specially north of it. The solution to this problem should have been the construction of ramps (like the ones built at the intersection of loop 410 and I-10) to communicate and divert the traffic accordingly.

Problem No.2

We have come to realize that the installation of traffic lights (like the ones at Encino Rio, Evans and Stone Oak roads) was a mistake, by whoever designed it. The lights cause traffic congestion whenever they turn to red and stop the traffic to a complete halt. This type of situation is not seen on Rd 281 south of Rd. 1604 all the way down to the downtown level.

The answer to this problem is the lack of overpasses and the presence of frontage roads which are missing north of Rd.1604

We do not see the need of a toll road. We do agree with Mrs. Terri Hall suggestions.

Problem #1 and problem #2 could be solve very easy by following hers and our suggestions.

Sincerely yours,

Dr. and Mrs. Jose L Fernandez

(This comment was submitted 2 times,  
see Comment #134)

**You replied on 8/30/2009 2:28 PM.**

## US281EIS

**From:** Robert Burks [rburke5@sabx.rr.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Overpasses and RMA  
**Attachments:**

**Sent:** Sat 8/29/2009 4:54 PM

The RMA has an article on their web site (<http://www.411on281.com/overpasses.cfm>) that proves they are deceivers. The question they answered was:

Why can't we just build overpasses today?

*The Alamo Regional Mobility Authority (Alamo RMA), as part of the Environmental Impact Statement (EIS) on US 281, north of Loop 1604 to the Bexar / Comal County line, will be evaluating all options to help provide relief to this congested corridor. Today, without environmental clearance, we are limited in what we can do...but with the EIS, all options are under consideration and will be evaluated without bias.*

On a positive side, I was happy to see they sort of agreed on their own web site that overpass would work: "Today, it seems obvious that if we just had overpass bridges on 281 to get through the intersections without stopping, all the problems on 281 North would be solved."

*However, then instead of giving truthful honest information to the question at hand (why not overpasses), they throw out facts that have nothing to do with the overpasses. First they say, "The Federal Highway Administration (FHWA) has never given clearance to an "overpass-only plan" on 281 North." Of course not, no one wants an overpass only plan, we expect entrance and exit ramps which were paid for and promised. My builder even sold houses with this plan in hand and would have had huge lawsuits when the toll road agenda came up without proper support.*

Second, they say, "Simply building bridges, without entrance/exit ramps and frontage roads, is not considered a viable solution..." Only by making 281 a toll the road would they need to build frontage roads. We have basic overpasses with on off ramps like we have throughout the city, state, and nation without frontage roads. San Antonio already has basic overpasses with on off ramps just like we have throughout the city, state, and nation without frontage roads. They are throwing out facts that have nothing to do with why they will not build overpasses and necessary ramps already paid for.

Next they give "reasons":

Get this, the people who paid for the ramps and overpasses are being told: "The many businesses and neighborhoods around the intersections would be cut off completely from vehicular traffic without ramps and frontage roads. Entrance/exit ramps must be built to provide access." Somebody needs fire the idiot that wrote this garbage. No one ever suggested we would have no ramps as he implies. This is more deception like when they told us we could only have toll roads or keep it as is—obviously now everyone knows that was a lie. BTW, they throw in the frontage roads issue so they can say we did not pay for them—no, just the overpasses and ramps we expect.

Next they say "Vehicles traveling over the overpasses will be using a higher rate of speed than those entering the highway beyond the intersections, making driving unsafe. To address this, we must build frontage roads." This is a garbage excuse, many freeways and high speed roads have on ramps without frontage roads—in fact, frontage roads make no impact on the safety of entering/exiting




ramps from busy highways and roads. This is just more lies and deceptions that only an idiot, lemming, or otherwise motivated person would believe or chose to believe. We see ramps on many busy or high speed intersection around the city, state, or nation—even the world like Germany which has the best roads and no frontage roads anywhere I saw, and the frontage roads makes no difference to an entrance or exit—especially if ramps are built correctly.

Finally, they add the biggest insult by saying, "*Without environmental clearance in place, we can not add new capacity to US 281 without violating federal law. The Alamo RMA's US 281 EIS study will help regain environmental clearance for new capacity to be added to US 281, if the EIS study ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity.*" They need approval for any street no matter what. If they could not get it for overpasses and ramps, then they would not come close to getting it for toll road overpasses, ramps and frontage roads they are going to shove down our throat unless we get some ethical politicians that pay attention or we get a strong grass root movement to stop them and hopefully get them fired!!!!



PM #1:124  
Email

 You replied on 8/30/2009 2:29 PM.

The sender of this message has requested a read receipt. [Click here to send a receipt.](#)

**US281EIS**

**From:** Pam Farris [pfarris@satx.rr.com]

**Sent:** Sat 8/29/2009 8:46 PM

**To:** US281EIS

**Cc:**

**Subject:** 28a expansion


**Attachments:**

I oppose any form of tolling for Loop 160 or US 281. We have already paid for the needed expansion of 281 including overpasses. We don't need a 16-20 lane freeway, just a 8 to 10 lane plus access roads. It would be helpful to add bike/skate lanes. And please, if your'e going to add sidewalks to not put the telephone or electric poles in the middle of the walks to as to render them unusable.

Thank you.

Pam Farris  
2914 Old Ranch Road  
SAT 78217

PM #1:130  
Email

 You replied on 8/30/2009 2:30 PM.

**US281EIS**

**From:** Michael Muller [parentinthegarden@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** comments: overpasses for 281, no toll roads  
**Attachments:**

**Sent:** Sat 8/29/2009 11:04 PM


Hi. This is  
Michael Muller  
3030 Nantucket  
San Antonio, TX, 78230

I would ask the overpasses be build on 281. This is an old plan but a good one. It is the most cost effective and would have been completed by now if it had just been started. It will also cause less harm to the environment as it will take up less space and be cheaper to maintain. Please do NOT build toll roads which will only cause an extra forever tax that will only increase with time. The plans so far also include shipping much of the revenue out of state which is crazy in times like these.

Please send an acknowledgment. Thank you for your attention.  
Michael.

(This comment was submitted 2 times, see Comment #74)

PM #1: 131  
Email (with Attachment Letter)

 You replied on 8/30/2009 2:42 PM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

**US281EIS**

**From:** John Tedor [jtedor@satx.rr.com]

**Sent:** Sun 8/30/2009 4:46 AM

**To:** US281EIS

**Cc:**

**Subject:** 281 EIS Open House

**Attachments:**  281 EIS Commentary.docx(15KB)

Sirs:

Attached in MS Word document format are comments on the subject event. I have also submitted these through the "socializr" event website post-event comments form. However, in doing so, some punctuation and spacing was altered which made the commentary less readable. Please contact me if you have any questions.

John Tedor

[jtedor@satx.rr.com](mailto:jtedor@satx.rr.com)

830 980-4649



In general, I found the displays and information presented at the EIS open house interesting and useful. I enjoyed speaking with and exchanging ideas with the RMA personnel. I was disappointed that there was not better public participation, but I think that was largely due to the fact that the event was NOT well publicized in advance – the same was true for the 1604-281 interchange event, which I would have attended also, had I known about it beforehand.

What was lacking at the open house was any mention of the RMA's current plans or thoughts on development of the 281 corridor, or even a good concrete presentation of the possible alternatives. However, given the RMA's previous predisposition toward the toll road solution, and the strong public opposition thereto, I believe I understand why this was not emphasized.

The current situation of severe traffic congestion, unsafe conditions, and long travel delays on Highway 281 north of Loop 1604 needs to be remedied as soon as possible. TXDOT's supreme ineptitude in managing this project has resulted in a loss of public confidence, a squandering of our tax dollars, and – in some severe traffic accidents – serious injury and loss of life. Since Gov Perry seems to be oblivious of his transportation administration's ills, I believe the Legislature should act to restructure and redirect TXDOT in a more public service oriented manner. I hope that the RMA, as a local body, will be more receptive and responsive to the needs and desires of the local public.

In my opinion, some improvement in conditions on 281 North could be achieved with a simple re-timing and coordination of the traffic signals from Borgfeld Drive down to Encino Rio, with greater priority given to the through traffic on Highway 281. I am not a traffic engineer, but I believe that with all the traffic data that has been gathered on this stretch of road, the mobility engineers should be able to devise a light timing scheme that would do a lot toward reducing delays for the southbound traffic during morning rush hours and for the northbound traffic in the evening. This could be achieved quickly and inexpensively, and would be environmentally neutral (or perhaps a slight improvement by reducing overall cumulative engine idling time). The proposed "Super Street" concept, assuming it works as advertised, should also be implemented as soon as possible, as a relatively quick and inexpensive interim improvement.

However, a definitive solution to the current 281 corridor congestion problems will require more extensive roadwork. In my opinion, additional through traffic lanes on Highway 281 are NOT required. If existing traffic lights could be eliminated at the 7 intersections from Borgfeld down to Encino Rio, the current 2 lanes northbound and 2 lanes southbound should be able to accommodate existing or even increased traffic loads with minimal congestion. To eliminate these signals, 5 to 7 over- or underpasses should be constructed at selected intersections. I would recommend Bulverde Road, Wilderness Oak (Summerglen Way), Marshall Road, Stone Oak Parkway, Evans Road, and perhaps Redland Road as the best candidates for installation of over/underpasses. These main feeder roads should have direct access to/from 281 both north- and southbound. Access to/from Highway 281 at Borgfeld Drive, Overlook Parkway, Sendero Verde, Encino Rio, and all other intervening side streets, driveways, commercial entrances, etc. would be re-routed to the main feeder roads along 1-, 2-, or 3-lane access/frontage roads (depending on local traffic demands) paralleling 281 on both sides. Essentially, 281 North




outside Loop 1604 should be a limited access FREEway just like 281 North inside Loop 1604. From 6 up to 10 total traffic lanes would be required. With proper forethought and design, the existing 281 right-of-way might also accommodate a mass transit system (perhaps elevated over the median) or allow for possible future expansion in the number of through traffic lanes, if needed. I believe this approach could be accomplished at a much lower cost (at least 50% less) than has been quoted for the massive toll road project (\$1.3+ Billion?), and with significantly LESS ENVIRONMENTAL IMPACT.

I have spoken with many people (friends, neighbors, coworkers, church members, other 281 drivers, etc. – at least dozens, if not more than a hundred) regarding this project, and I have yet to encounter anyone from the general public who favors a toll road. I do not understand why TXDOT, the MPO, and the RMA continue to push the toll road solution in the face of overwhelming public opposition. I would also like to know what happened to the funding (~\$100 million) that TXDOT had available in 2003 to build overpasses, and additional funds (~\$112 million) available from the Texas Mobility Fund? If anyone from the RMA can provide insight on these questions, I would greatly appreciate hearing their explanations. I further do not understand why, given strong public opposition, any politician would support toll roads. Those who do so, and those who say they are in opposition but vote differently, will likely find themselves out of office at the next election.

Thank you for the opportunity to provide comments.

PM #1:132  
Email

(This comment was submitted 3 times via email, see  
Comment #88 and Comment #90)

 You replied on 8/30/2009 2:44 PM.

**US281EIS**

**From:** Gene Richardson [erichardson3@satx.rr.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Against Tolls on US 281  
**Attachments:**

**Sent:** Sun 8/30/2009 6:20 AM

Dear Alamo RMA:

Texans do not need nor desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for.

Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report.


Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest.

My vote is to add overpasses and access roads within the right-of-way already purchased with our tax dollars. Paying tolls to drive on it would be outrageous.

Sincerely,  
Eugene S. Richardson  
22723 Sabine Summit  
San Antonio, Texas 78258



PM #1.155  
Email

 You replied on 8/31/2009 10:55 AM.

**US281EIS**

**From:** alexander MacDonald [alexmacd7@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** Public Scoping  
**Attachments:**

**Sent:** Sun 8/30/2009 4:11 PM

Mr Leroy Alloway  
 Director, Community Relations  
 Alamo Regional Mobility Authority

Dear Sir:

If you are going to configure the intersections to make "right turns/crossover/left turns", or as we have called them for years..."Michigan lefts", here are a few comments and suggestions.

#1: Heading on 281 northbound at Evans, how come the left turning lane wasn't made longer to accommodate the left turn onto Evans? and why isn't there an actual right turn lane (instead of making what should be a "through lane" into a turning lane)? There is, and has been, enough room to build an additional "through" lane from Evans to at least Marshall Rd. This would have been an easy temporary fix. It still should be done.

#2: They built a shopping center on 281 at Evans, and never took into consideration the traffic! (which should have been done beforehand). I am glad to see that they finally fixed the eastbound lanes at the intersection of Evans and 281, but another thing that could make it easier for the vehicles coming out of the parking lot and wanting to head northbound is to make that road that they built in back of the shopping center extend all the way to Stone Oak, so we can come out that way; or make a turn around in the median on 281 so that if you come out to the north end of the parking lot, you can cross over and turn around. This would relieve those who need to make the "U" turn at Evans. I cannot believe they built such a project and did not think of the traffic situation first. There doesn't seem to have been any consideration for "environmental impact, safety and public health."

When you want to consider the "environmental impact",,,,think about the current impact. Any solution would be better. We sit there in traffic emitting a lot of pollution while sitting through at least 3 lights before you can turn to go northbound. Safety? How safe is it now when cars cut you off to get in? Others are riding up the left side shoulder and cutting in. Public health? Our blood pressure is rising in the mess it is in. How come these things were not considered before?

Thank you,  
 Margie Esse  
 San Antonio, TX

start: 0000-00-00 end: 0000-00-00

PM#1:134

Email (with Response)

**US281EIS**

**From:** Leroy Alloway  
**To:** 'Robert Burks'  
**Cc:** MayorJulianCastro@sanantonio.gov; district9@sanantonio.gov; citydesk@express-news.net; jbaugh@express-news.net; thamilton@express-news.net; acaputo@express-news.net  
**Subject:** RE: Overpass Information  
**Attachments:**

**Sent:** Mon 8/31/2009 8:46 AM

Mr. Burks,

Thank you for your recent email to the Alamo RMA. As you pointed out, we do say that there is a way to improve US 281, and we are undertaking the Environmental Impact Statement to be in compliance with the requirements set forth by the National Environmental Policy Act of 1969 (NEPA) as well as the requirement of the Federal Highway Administration that before any new capacity (be it toll or non-toll) is added to the US 281 corridor, it first undergo the most detailed study available under law, the aforementioned Environmental Impact Statement.

As part of our Community Open House on August 27, 2009, we did stress that all options are under consideration, and over the next three years, as part of this detailed study to identify a long-term solution, we will be meeting with the community, gaining input, and complying fully with the requirements of NEPA in order to gain clearance for a long-term solution to solve the congestion on this corridor for the next 25 years or longer.

I'd encourage you to check out the Environmental Impact Statement pages on the "4-I-1 on 281" website, <http://www.411on281.com/US281EIS> for more information about the study and the details involved with helping find the long-term solution to this corridor.

Thank you again for your comments and please feel free to contact me via email or at the number shown below if you have further questions.

Sincerely,

Leroy

Leroy D. Alloway

Director, Community Relations

Alamo Regional Mobility Authority

1222 N. Main Avenue, Suite 1000  
 San Antonio, Texas 78212



210.495.5256 (office general)

210.495.5804 (office direct)

210.495.5403 (fax)

Get the answers. Get the news. Get the 4-1-1 on 281.  
[www.411on281.com](http://www.411on281.com)

**From:** Robert Burks [mailto:rburke5@satx.rr.com]  
**Sent:** Saturday, August 29, 2009 4:15 PM  
**To:** Alamo RMA Community Relations  
**Cc:** MayorJulianCastro@sanantonio.gov; district9@sanantonio.gov; citydesk@express-news.net; jbaugh@express-news.net; thamilton@express-news.net; acaputo@express-news.net  
**Subject:** Overpass Information

Regional Mobility Authority Officials,

On a positive side, I was happy to see you sort of agreed on your own web site (<http://www.411on281.com/overpasses.cfm>) that overpass would work: *"Today, it seems obvious that if we just had overpass bridges on 281 to get through the intersections without stopping, all the problems on 281 North would be solved."*

However, then instead of giving truthful honest information to the question at hand (why not just build overpasses—implying ramps paid for as well), you throw out facts that have nothing to do with the overpasses. First you say, *"The Federal Highway Administration (FHWA) has never given clearance to an 'overpass-only plan' on 281 North."* Of course not, no one wants an overpass only plan, we expect entrance and exit ramps which were paid for and promised. My builder even sold houses with this plan in hand and would have had huge lawsuits when the toll road agenda came up if not true, but it was.

Second, you say, *"Simply building bridges, without entrance/exit ramps and frontage roads, is not considered a viable solution..."* Only by tolling the road do you need to build frontage roads. San Antonio already has basic overpasses with on/off ramps just like we have throughout the state, nation, and world without frontage roads. You are throwing out facts that have nothing to do with why you will not build overpasses and necessary ramps already paid for.

Next you give "reasons":


Get this, you are now telling people who paid for the ramps and overpasses: *"The many businesses and neighborhoods around the intersections would be cut off completely from vehicular traffic without ramps and frontage roads. Entrance/exit ramps must be built to provide access."* Somebody needs to fire the idiot that wrote this garbage—of course he was writing it for the uninformed and unaffected—easy to deceive them. No one ever asked not to have ramps as implied—that's ludicrous. This is more deception like when you told us we had two choices: only toll roads or keep it as. BTW, frontage roads are not needed or required, but you like to throw that in so you can say we did not pay for them—no, we just paid for the overpasses and ramps we expect.



Next you say "Vehicles traveling over the overpasses will be using a higher rate of speed than those entering the highway beyond the intersections, making driving unsafe. To address this, we must build frontage roads." This is garbage excuse, many freeways and high speed roads have on ramps without frontage roads—in fact, frontage roads make no impact on the safety of entering/exiting ramps from busy highways and roads. This is just more lies and deceptions that only an idiot, lemming, or otherwise motivated person would believe or chose to believe. We see ramps on many busy or high speed intersection around the city, state, or nation—even the world like Germany where I lived. The frontage roads makes no difference to entrance or exit.

Finally, you add the biggest insult by saying, "Without environmental clearance in place, we can not add new capacity to US 281 without violating federal law. The Alamo RMA's US 281 EIS study will help regain environmental clearance for new capacity to be added to US 281, if the EIS study ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity." You need approval to do anything on 281. If you could not get it for overpasses and ramps, then you would not come close to getting it for toll roads and frontage roads you are going to shove down our throat unless we get some ethical politicians that pay attention or we get a strong grass root movement to stop you and hopefully get some crooks fired!!!!

PM #135  
Email

 You replied on 8/31/2009 11:06 AM.

**US281EIS**

**From:** jana5@aol.com [jana5@aol.com]

**Sent:** Mon 8/31/2009 8:55 AM

**To:** US281EIS

**Cc:**

**Subject:** No Toll Roads

**Attachments:**


We do not need a Toll Road to fix 281, we need the original overpass/expansion plan.

We do not want or need toll roads. We will not use toll road if you go against what we want and build them any way.

Stop wasting our money and just build the overpasses! You are wasting our time and money. The overpasses should have been built years ago. What happened to our money that was for overpasses? Stop wasting our money. Stop trying to get toll roads. Just build the overpasses!

Let me know if you read this email. . [jana5@aol.com](mailto:jana5@aol.com)

PM#1:130  
Email

 You replied on 8/31/2009 11:08 AM.

**US281EIS**

**From:** Scot Krieger [skrieger@ironwoodre.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281 Comments  
**Attachments:**

**Sent:** Mon 8/31/2009 10:21 AM

I am a land owner along US 281 north of Evans Road. Traffic congestion hurts everybody, including the environment. For some time I have thought that US 281 needs to become a freeway north of 1604 with overpasses and access roads. Although super streets may help in the short term, I'd rather \$'s be expended on a more permanent solution. I hope that the EIS is completed swiftly and that dollars become available to fund a solution to this pressing issue.

Scot Krieger

Ironwood Real Estate

207 San Jacinto Blvd., Suite 300

Austin, Texas 78701


512.477.2224

512.477.2220 fax

[www.ironwoodre.com](http://www.ironwoodre.com)



PH #1.10

 You replied on 9/1/2009 9:27 AM.

**US281EIS**

**From:** BebeeHy@aol.com [BebeeHy@aol.com]

**To:** US281EIS

**Cc:**

**Subject:** 281


**Attachments:**

**Sent:** Mon 8/31/2009 4:20 PM

I have lived in Encino Park for 27 years. When we first moved here in 1982 the idea of overpasses appeared in all of our town meetings and newsletters. I even went to the Transportation Office ( near Babcock, I think) and saw the layout. Now.....we are still struggling with traffic and lights. Why???????????

I was in Dominion recently and was so awed by the underpass for easy access to IH10. We don't have any trees to cut down. Please consider the under/over pass idea again. Everyone on 281 would benefit.....even the trees in the neighborhood that some keep hugging. Betty Hayes [BebeeHy@aol.com](mailto:BebeeHy@aol.com)

PM #1:138  
Email

 You replied on 9/1/2009 9:25 AM.

**US281EIS**

**From:** Peggy Shipman [hrspas@gvtc.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** NO TOLL ROADS111  
**Attachments:**


**Sent:** Tue 9/1/2009 7:49 AM

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL  
OVERPASS/EXPANSION PLAN!**

We would like a confirmation of receipt of our comments.

Mr. & Mrs. Howard R. Shipman  
8231 Foxcross Dr.  
Spring Branch, TX 78070-6433

PM #1:134  
Email

 You replied on 9/1/2009 10:42 AM.

**US281EIS**

**From:** Cissi Glendening [glendenings1@att.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** no to toll roads  
**Attachments:**

**Sent:** Tue 9/1/2009 10:26 AM

Please fix 281 w/the overpass/expansion original plans and get to it! Thanks to the game of politics we are further behind in our need for overpasses. They could have already been in use! Stop wasting the tax payers money.

Please confirm receipt of this email to [glendenings1@att.net](mailto:glendenings1@att.net)


Thank you.

Priscilla Glendening  
75 Champions Run  
San Antonio, TX 78258



PM#1.170

Email

 You replied on 9/1/2009 10:41 AM.**US281EIS**

**From:** Bill Grisham [bill-grisham@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** Hwy 281 Overpass/Expansion Plan  
**Attachments:**

**Sent:** Tue 9/1/2009 10:36 AM

To whom it may concern,

If our business community ran their businesses the way you operate the RMA, we would have a ghost town with no businesses in existence here. Your job is to direct the building of the roads for the benefit of the public. If you can't seem to do that simple job effectively and efficiently, then you may as well find another board to sit on and get out of the way for some who can. The 281 highway needs to be completed in the manner planned before you decided to play tollroad games. I needs to be done correctly as originally planned and with no toll considerations. We don't the toll road to fix 281. We need the original 281 overpass/expansion plan which was fully paid for and planned for before the special interests began overtaking your organization.

**"It's Your Money, I'll Help You Keep It!"**


For all your Tax and Accounting needs, Call me

**Bill Grisham CPA**

**Ofc: (210) 657-5712 Ext. 212**

**Cell: (210) 889-8175**

PM #1:141  
Email

 You replied on 9/1/2009 1:15 PM.

**US281EIS**

**From:** TheJollyRoger1 [thejollyroger1@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 Enviornmental Study  
**Attachments:**

**Sent:** Tue 9/1/2009 11:32 AM

We DON'T need a toll road to FIX Hwy 281. We NEED the ORIGINAL overpass/expansion plan, NOW! Please send a confirmation reply.

Mark Pistorio

506 Texas Point

San Antonio, TX 78260

The supreme art of war is to subdue the enemy without fighting.  
Sun Tzu  
A great civilization is not conquered from without until it has  
destroyed itself from within.



PM#1:142  
Email

You replied on 9/1/2009 1:16 PM.

**US281EIS**

**From:** D or D [mttop@cctc.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** FIXING 281 - environmental study  
**Attachments:**

**Sent:** Tue 9/1/2009 12:11 PM

**We need to sunset the TxDOT commission and put it under some really strict supervisions! They never should have gotten the extreme power they have now and we, in the public strata, are not as dumb as not to figure out what has been going on behind the scenes - and in every scenario! The road issue project board is beyond redemption!**

**TxDOT/ARMA is violating the legislative intent of the law, HB 2702, that prohibits the conversion of freeways into tollways.**

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!**

**Its past time for our legislature to get real, get their hands out of our pockets and do something for the good of all. We all know there is money to be "found" that would do the jobs we need. OUR FINANCIAL AND ROAD UTILITY INTERESTS ARE NOT BEING SERVED - TO PUT IT MILDLY.**

**Please send me a confirmation of receipt of your comments. Thank you.**

**Donna M. Gibson  
108 E. Ross Ave.  
DeLeon, TX 76444**



PM# 1.195  
Email  
i You replied on 9/1/2009 1:17 PM.

**US281EIS**

**From:** Richard K. Edwards [redwards@lonestar-auto.com]

**To:** US281EIS

**Cc:**

**Subject:** COMMENT ON 281 / 1604 IMPROVEMENT

**Attachments:**

**Sent:** Tue 9/1/2009 1:28 PM

**WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL  
OVERPASS/EXPANSION PLAN!**

**My name is Richard Edwards, my address is 24365 Wilderness Oak #6207 San  
Antonio, TX 78258**

**You may reach me for further comment at 210-249-7500**

**Thank you**

**"Right is right, even if you stand alone against the crowd and wrong is wrong;  
even if everyone is doing it, wrong is ALWAYS wrong"**

**Building "for-profit" roads at the communities detriment is wrong.**

PM #1: 144  
Email You replied on 9/2/2009 4:01 PM.**US281EIS**

**From:** rebelljb@aol.com [rebelljb@aol.com]  
**To:** US281EIS  
**Cc:** bft0852@yahoo.com; john.t.tate@campaignforliberty.com; ljcurtis@indytexans.org  
**Subject:** Texas Should Not Have Toll Roads-my comments  
**Attachments:**

**Sent:** Tue 9/1/2009 10:59 PM

The toll roads proposed for Texas and the rest of the country are a bad idea. They will facilitate surveillance. This could have repressive effects. They would also likely involve eminent domain abuses because they are very wide(some people suspect they could be nearly a mile wide,if they are approved).(My name is Laura Borst. My address is 10727 Holly Springs,Houston,TX 77042.)

PM#1:145  
Email You replied on 9/2/2009 4:00 PM.**US281EIS****From:** kempfks@aol.com [kempfks@aol.com]**Sent:** Tue 9/1/2009 11:10 PM**To:** US281EIS**Cc:****Subject:** 281 Traffic Issues**Attachments:**


Please record and place in the official record that I am strongly opposed to ANY toll roads on the 281/1604 area in San Antonio. Toll roads are double and even triple taxation in many areas. I am a physician and my patients and staff are strongly opposed to toll roads. They are simply economically unfeasible in this time of recession. 281 and 1604 have been paid for and 281 deserves the original overpasses plan, not a billion dollar monstrosity that will be used to redistribute my toll taxes for the next 50 years.

Kevin Kempf MD  
2319 Sawgrass Ridge  
San Antonio, Texas 78260  
210-385-7699

Please confirm receipt of this letter with a return email, thank you.



PM #1:146  
Email

 You replied on 9/2/2009 3:58 PM.

**US281EIS**

**From:** Emily Benedict [emily.benedict@gmail.com]

**Sent:** Wed 9/2/2009 3:24 PM

**To:** US281EIS

**Cc:**

**Subject:** 281/1604 Congestion

**Attachments:**


As you know, we desperately need a timely fix to the 281 traffic problem. I know toll roads have been strongly pushed by our leaders, but they are not in the best interest of the citizens who will be affected by that decision. The best and most popular answer is an expansion of 281 with overpasses. We need highway 281 to be a freeway...without stoplights. I am even in favor of a gas tax to help fund the road, as long as the money is not diverted to other programs (which seems to have been the problem in the past). Please work with us to figure out a solution that will be in the best interest of the citizens of San Antonio.

Thank you for your time and consideration.

Emily Benedict  
2111 Encino Breeze  
San Antonio, TX 78259

PS-Please confirm receipt of this email.

PIN#148  
Email

 You replied on 9/4/2009 7:00 AM.


**US281EIS**

**From:** Lucinda Murphy [arcadiamurphy@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** No Tolls  
**Attachments:**

**Sent:** Thu 9/3/2009 12:14 PM

We do not need tolls for N. 281. Go with original plan. We need the overpasses. No to tolls.

PM#1:149  
Email w/Responses

 You replied on 9/1/2009 10:43 AM.

**US281EIS**

**From:** Mark Qaqish [MQaqish@satx.rr.com]

**Sent:** Sat 8/29/2009 10:14 AM

**To:** US281EIS

**Cc:**

**Subject:** Comments on 281

**Attachments:**

Dear Sir / Madam – I am a resident of the Big Springs Community and live just 281 and Evans Road. A couple years ago, TXDOT promised this community, among other things, an adequate sound barrier wall along 281 and noise reducing pavement. What are the plans to follow through with this promise?

Thank You

Mark



**US281EIS**

**From:** US281EIS  
**To:** mqaqish@satx.rr.com  
**Cc:** US281EIS  
**Subject:** RE: Comments on 281  
**Attachments:**

**Sent:** Fri 9/4/2009 7:45 AM

Good morning,

Apologies for any confusion the previous email may have caused. All plans and mitigation commitments associated with the previous US 281 Environmental Assessment conducted by TxDOT, including construction of noise barriers, were nullified when the Federal Highway Administration directed that a Environmental Impact Statement be conducted instead. The EIS that is currently being conducted involves a more comprehensive process to address the short- and long-term concerns and solutions related to the complex natural and human environment that coexists in this US 281 area. As mentioned before, a new noise analysis will be prepared as part of this EIS, and mitigation (noise barriers, etc.) to address noise impacts, will be considered as part of the long-term solution to improve the corridor. This EIS is basically starting from scratch, but every idea and option, whether it has been previously proposed or is brand new, is open for discussion. Please let us know if that answers your question; it is important for us to provide as much information and clarity as possible as the EIS study moves forward.

Your comments and opinions are a vital part of the EIS study. Your emailed comment/question about sound barriers and noise reducing pavement will included in the official meeting record for the first EIS public meeting that was held on August 27. Comments are being accepted for inclusion in this record until September 8. After that date, all comments will be thoroughly reviewed and responded to within this meeting record. When this record is completed, it will be available for public viewing at [www.411on281.com/us281eis](http://www.411on281.com/us281eis). Everyone that has submitted comments to this email address, [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org), will be sent a message when the meeting record has been posted to the web site. This is roughly estimated to be around the end of September.

Please let us know if you have any additional questions related to this EIS study.

Thank you and have a good day.

---

**From:** mqaqish@satx.rr.com [mailto:mqaqish@satx.rr.com]

**Sent:** Wed 9/2/2009 5:40 AM

**To:** US281EIS

**Subject:** RE: Comments on 281

I am sorry but I am a bit confused. I sent an email to you on 29 Aug 09 but in your response you state "Your comments will be included and addressed in the public record for the first Environmental Impact Statement (EIS) public meeting, which was held on August 27, 2009, at St. Mark's Catholic Church. Once completed, this meeting record will be available for viewing on [www.411on281.com/us281eis](http://www.411on281.com/us281eis)." Is it me or does your response not make any sense? I clicked on your link and went to your web site. The meeting notes from 27 Aug 09 are still not on the site. I asking these questions as a Tax Paying, voting citizen of this state, city, and county. Unfortunately for me, I am often unable to attend the meetings because I travel frequently for my job. I also spend a significant amount of time deployed to Iraq and/or Afghanistan. My only way of tracking what's going on or staying informed is by reviewing the information on your web site.

I thought my questions were very simple so I will ask again and I respectfully request you answer my questions this time. What is the status of the promises TXDOT made to my community regarding, among other things, providing an adequate sound barrier wall along 281 and noise reducing pavement. What are the plans to follow through with this promise?

Thank you again  
 Mark

**US281EIS**

**From:** US281EIS  
**To:** Mark Qaqish  
**Cc:** US281EIS  
**Subject:** RE: Comments on 281  
**Attachments:**

**Sent:** Tue 9/1/2009 10:43 AM

Thank you for your email.

Your comments will be included and addressed in the public record for the first Environmental Impact Statement (EIS) public meeting, which was held on August 27, 2009, at St. Mark's Catholic Church. Once completed, this meeting record will be available for viewing on [www.411on281.com/us281eis](http://www.411on281.com/us281eis).

To answer your specific question, a new noise analysis will be conducted as part of the EIS. Mitigation (sound barriers, etc) for noise impacts will be considered.

Please visit [www.411on281.com/us281eis](http://www.411on281.com/us281eis) for up-to-date information related to the EIS.

Sincerely,  
Alamo Regional Mobility Authority

1222 N. Main Avenue, Suite 1000  
San Antonio, Texas 78212  
210.495.5256 (office general)  
210.495.5403 (fax)  
[AlamoRMA.org](http://AlamoRMA.org)

---

**From:** Mark Qaqish [mailto:MQaqish@satx.rr.com]  
**Sent:** Sat 8/29/2009 10:14 AM  
**To:** US281EIS  
**Subject:** Comments on 281


Dear Sir / Madam – I am a resident of the Big Springs Community and live just 281 and Evans Road. A couple years ago, TXDOT promised this community, among other things, an adequate sound barrier wall along 281 and noise reducing pavement. What are the plans to follow through with this promise?

Thank You

Mark



PM# 1:150  
Email

 You replied on 9/6/2009 9:34 AM.

**US281EIS**

**From:** Alamo RMA Community Relations  
**To:** US281EIS  
**Cc:**  
**Subject:** FW: 281 and bond issued to fix 281N  
**Attachments:**

**Sent:** Fri 9/4/2009 1:07 PM

Leroy D. Alloway

Director, Community Relations

Alamo Regional Mobility Authority

---

**From:** Kenny Locke [mailto:kennylocke@sbcglobal.net]  
**Sent:** Friday, September 04, 2009 1:02 PM  
**To:** Alamo RMA Community Relations  
**Subject:** 281 and bond issued to fix 281N

Where did the money go that the voters voted on for a bond to fix this problem?

Kenny Locke

3303 Sable Creek



PM 11:15  
Email  
You replied on 9/6/2009 9:23 AM.

**US281EIS**

**From:** DEE AND SUE [correng@gvtc.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** US 281 COMMENT FOR THE RECORD  
**Attachments:**

**Sent:** Fri 9/4/2009 5:46 PM

Comment for the record:

My preference would be the original plan with **OVERPASS BRIDGES.**

Thank you for allowing my input.

Susan R. McNeill


136 Bentwood Dr.

Spring Branch, TX 78070

E-mail message checked by Spyware Doctor (6.1.0.447)  
Database version: 6.13200  
<http://www.pctools.com/spyware-doctor-antivirus/>

PM #1:152

Email

 You replied on 9/6/2009 9:30 AM.

 The sender of this message has requested a read receipt. [Click here to send a receipt.](#)
**US281EIS**

**From:** george [georgep@wireweb.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** Comments for Record on RMA US281 and 1604  
**Attachments:**

**Sent:** Sat 9/5/2009 10:20 AM

Hi.

My information is:

George Pavlik  
 1802 Eagle Meadow  
 San Antonio, Texas 78248  
 H-210-492-7301

I am a voting resident in the city of San Antonio and obviously Bexar county.

I was unable to attend your meeting on 8/27 at 5:30 - 8:30pm/ct at St. Mark's.

I would like the following comment to be placed on the record for this study.

1. I am not a toll road proponent. I will state this up front. There have been too many times that our government (in Texas) has not spent the money where it has been designated to be spent. As everyone knows, since the early 1990's Texas has not spent its collected gas tax monies solely on roads, but has used the money pot to spend on other items (instead of building roads). Now, that our infrastructure is close to collapse, we want to introduce a "new" tax in the form of toll roads. We also want to give acquired tax payer land that exists between and on each side of our existing highways (like 1604 and US 281 north side of San Antonio) to someone that is going to build and manage the toll roads. \*To this and any form of the toll road idea or plan I say NO!\*

2. For many years San Antonio has been a second class citizen when it has come to receiving state recognition and financing for building our city's infrastructure. We need a group of our elected officials with back bone to get on the committees, at the state levels, and lobby for San Antonio to receive the fund appropriations equal to that of our sister cities (Dallas & Houston). This funding is due to San Antonio. All one has to do is drive through the cities of Houston and Dallas to see their NON-TOLL road infrastructure is many times better than San Antonio's. It is also hard to believe that the north side 1604 & 281 as well as the highway 151 to IH10 area were not ranked on TxDOTs top 100 most congested areas in Texas. Something smells and it isn't a pleasant smell.

3. We need to build the overpasses and expansions that were approved and



funded for 1604 and US281 north of 1604. We also need to build ramps from the north side of US281 to 1604. Finally, the expansion of loop 1604 (at minimum from hwy 151 to IH35) is long overdue. These should be NON-Tolled roads. Lastly, we need to be smart about building any future roads. To make the same mistake at 1604 & US281 as what once existed at IH-410 and US281 by airport (which took 30 years to fix) is insane. 1604 & US281 has effectively been the same roadway for almost 30 years. How stupid can we be that we did NOT see what exists now in this area traffic wise coming?

4. I had heard earlier this year that the RMA is borrowing money from our county. The last figure I heard was a balance of approximately \$275,000. If this is true, then that makes the RMA an entity looking for someone to fund their institution and potentially desperate enough to be bias towards a toll road solution. In fact if you visit the RMA web site, there is a very bias slant to toll roads as the only solution. \*This effectively should invalidate the RMA and maybe it should be dissolved. Right now I would vote to dissolve the RMA.\* It appears to me that this bias support of toll roads would solve their funding problem, justify their now 5 year old jobs, take care of their recent raises and high salaries and would make several greedy business owners and politicians wealthy on the backs of the working class via a double taxation process under the guise of toll roads. The issue here is not the TxDOT engineers, but our political appointed (or self appointed) money grab officials. How loud do we need to say it or write it to get the message across? No road should be TOLLED !!!

5. My offered solution. Raise the gas tax by 5 cent on the gallon. Studies have shown this will supply more than enough funding to build our roads in San Antonio and Texas. This will keep the roads free for all to us an travel and alleviate our road infrastructure issues. The issue I see here is that no politician wants to put their head on the chopping block. This is from our 39% elected Governor down to our local district elected officials. The gas tax has not been raise since the late 1980's (if I recall correctly). It should be raised accordingly and tied to the same inflation indexes that other items are tied to and ALL monies should be spent solely on ROADS.


I look forward to a free and expanded roads.

George Pavlik



(This comment was submitted 2 times,  
see Comment #194)

**PM #1153**  
**Email**

 You replied on 9/6/2009 9:33 AM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

## US281EIS


**From:** Anthony Kopanski [kopanski317@hotmail.com]

**Sent:** Sat 9/5/2009 10:48 AM

**To:** US281EIS

**Cc:**

**Subject:** Comment for public record

**Attachments:**  Environment Impact Statement Rt 281 090509.docx(16KB) (same as email below)

Leroy Alloway  
Director, Community Relations  
Alamo Regional Mobil Authority  
1222 N Main Avenue, Suite 1000  
San Antonio, TX 78212

Dear Sir,

The current traffic conditions on Rte. 281 North between Rte. 1604 and the Comal County line are contributing to the air pollution in the San Antonio Region. Creating a toll road will continue to create air pollution because people will need to stop and idle to pay a toll. Although some people may buy electronic transmitter tags to drive through the toll without stopping; not everyone will purchase one of these tags and will be required to stop and idle to pay the toll. The current conditions and toll road conditions cause people to sit in idling vehicles. Idling vehicles waste money and natural resources.

There are currently traffic lights at the intersection of Encino Rio/Rte. 281, Evans Rd./Rte. 281, Stone Oak Pkwy.(TCP)/Rte. 281, Marshall Rd./Rte. 281, Overlook Pkwy./Rte. 281, Bulverde Rd./281, and Borgfeld Rd./Rte. 281. These 7 traffic lights on Rte. 281 cause people to stop when the lights turn red. Traffic backs-up because of all of the people stopping for these lights, causing thousands of cars to sit and idle waiting for the lights to turn green again.

Years ago traffic designers developed interchanges that do not require traffic lights. A good example of one of these interchanges can be observed at the intersection of Rte. 281 and I-410. Except for the South Rte. 281 to West I-410 this interchange works effectively (this could have been designed better, but I will not digress).

Interchanges designed similarly to the Rte. 281/I-410 interchange could be designed and constructed to replace the current 7 stop lights.

An alternative to creating an interchange at all 7 intersections would be to allow only right hand turns from a street. For example at Borgfeld Rd. cars would only be able to turn right onto Rte. 281 using a shoulder runway. The light at Borgfeld would be removed. If someone needed to turn onto Borgfeld from Rt. 281 they would need to use one of the other intersections.

These interchanges could be paid for by charging the home builders and commercial builders. The home builders could be charged for each lot that they want to build on. Businesses could be charged

for each new building that they want to establish. An additional sales tax in the area could be added to supplement the builder's charges. This money should be designated for the roads only and not be allowed to be used for other purposes.

Creating toll roads will only add to the existing problem. If interchanges without stop lights are not built soon the air pollution in the area is only going to increase.

Sincerely,

Anthony Kopanski


---

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PM #1:154

Email

 You replied on 9/6/2009 9:34 AM.**US281EIS**

**From:** bmrachek@sbcglobal.net [bmrachek@sbcglobal.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** comments on EIS  
**Attachments:**

**Sent:** Sat 9/5/2009 2:38 PM

I was unable to attend the Aug. 27 meeting but want my comments submitted for the public record.

I believe the most practical solution is to add 1-2 lanes both northbound and southbound on Hwy. 281 and add overpasses. This will minimize the addition of impervious cover, thus helping maintain our vital water supply and protecting as much natural habitat area as possible.

I would like to add that I very much oppose the construction of toll roads to fund this expansion. It amazes me how monies are magically found to fund interchanges and freeway expansions in other parts of San Antonio but for some reason the 281 expansion, which is probably more crucial than many other "necessary" projects in the city, is overlooked when funds are being allocated.


If there are not adequate funds, I advise the RMA to lobby and get legislation passed to protect gas tax monies from being forked over to non-transportation entities such as state parks. If that still doesn't get the job done, raise the gas tax. I believe all Texans should share in the funding of expansion of existing thoroughfares.

Thank you,  
Laura Mrachek  
732 Stoneway Drive  
San Antonio, TX 78258  
210-497-7130



PM#1:155

Email

 You replied on 9/7/2009 8:21 PM.**US281EIS**

**From:** henrietta le sage [hrlesage@yahoo.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** 281 North  
**Attachments:**

**Sent:** Mon 9/7/2009 11:08 AM


What does it take to get you to listen to the will of the people? Congestion on 281 is heavier now than ever since school is in session again. We desperately need the overpasses (not more lights nor a superstreet) to get traffic flowing safely. When I travel to work on 281 Southbound, I am now backed up beginning at what used to be Mouse's restaurant. It is worse than ever!!

I would love for those of you that feel we do not relief to ride with me any morning between 6:45 and 7:00 and see what this is like.

Please confirm receipt of this comment.

Henrietta Le Sage  
31226 Setting Sun Drive  
Bulverde TX 78163

PM #1:156  
Email

 You replied on 9/7/2009 8:22 PM.

**US281EIS**


**From:** CRAIG COSGRAY [marengodvd@texasdata.net]  
**To:** US281EIS  
**Cc:**  
**Subject:** NO TOLL ROAD  
**Attachments:**

**Sent:** Mon 9/7/2009 12:26 PM

Get your act together. No toll roads.

Craig Cosgray  
Spicewood, TX

PM #1: 157  
Email

 You replied on 9/7/2009 8:25 PM.

**US281EIS**

**From:** Steve and Lee Johnson [steveleejohnson@sbcglobal.net]

**Sent:** Mon 9/7/2009 12:47 PM

**To:** US281EIS

**Cc:**

**Subject:** Comment to improve the corridor

**Attachments:**

I have lived in Encino Park for the last 13 years and drive 281 every day. The best alternative is to construct overpasses at Encino Rio, Evans Road, Marshall Road, and Borgfeld Road because they have minimal environmental impact. The solution would be enhanced if additional lanes can be constructed without environmental impacts. However, there will be a bottleneck at Borgfeld Road, when the highway narrows back to the original lanes. The solution should also include additional lanes for Bulverde Road, which will relieve the load on 281.

Steve Johnson



PM #1:158  
Email

 You replied on 9/7/2009 8:27 PM.

## US281EIS

**From:** lettermanl@aol.com [lettermanl@aol.com]  
**To:** US281EIS  
**Cc:**  
**Subject:** We don't need a toll road; we need overpasses on 281!  
**Attachments:**

**Sent:** Mon 9/7/2009 9:40 AM

### For the record comment on 281.

In 2003, TxDOT had the clearance and the gas taxes for the expansion and overpasses on Hwy 281 north of Loop 1604. Now TxDOT wants to convert this freeway, already built and paid for, into a toll road. In June 2008, the Sunset Committee issued a scathing report of TxDOT stating that many expressed TxDOT is "out of control," advancing its own agenda against the objections of both the Legislature and the public.


I have zero issues if a toll road would be build on land bought, graded and developed by the tolling authority. 281 is the only traffic artery going north from San Antonio between I35 and I10. It is not morally right to provide some commuters a free ride to work and charging the drivers of 281, who with their gasoline tax dollars, have provided more, much more, that the cost of this seven mile roadway upgrade to the state of Texas with gasoline tax revenue. Gasoline tax revenue of twenty thousand cars idled in bumper to bumper traffic would pay for the upgrade in a year. Roads which do not "pay for themselves" with gasoline tax revenues are the ones which should be tolled.

We do not need an ten lane road, including the frontage roads, running from loop 1604 north to Borgfield Road. Overpasses and an additional traffic lane which can be accommodated in the current right of way would suffice.

We also need a zoning commission which will stand-up to the local land developers, who want to continue to built on the north side of San Antonio where the transportation infrastructure is not sufficient to support the continuing uncontrolled sprawl of mega-development which has been going on for the past decade. Enough is enough, until the transportation infrastructure can support additional traffic, building on the north-side needs to be halted or developers charged a sur-charge for infrastructure development.

Lester Letterman  
 5750 Rawhide Trail  
 Bulverde, TX 78163

PM#1:159  
Email

 You replied on 9/8/2009 11:40 AM.

**US281EIS**

**From:** Lindsey, Keith [Keith.Lindsey@Trinity.edu]  
**To:** US281EIS  
**Cc:**  
**Subject:** Comments for Public Record  
**Attachments:**

**Sent:** Tue 9/8/2009 10:32 AM

I would like to see elevated center lanes operated as a reversible expressway, similar to the Lee Roy Selmon Crosstown Expressway in Tampa, FL.

Reversible lanes are appropriate in this situation because of the strongly directional nature of traffic on 281 - southbound in the morning and northbound in the afternoon.

Elevated center lanes address the issues of nearly every stakeholder:

Environmentalists seek a small footprint – this option would require the least concrete over the recharge zone

At less than \$300 million (\$15 million per lane-mile for three lanes), the cost is competitive with other options being discussed.

If it turns out that the road will be tolled, then this option will have the least impact on the toll road opponents - the current configuration can stay exactly as is.

Three reversible lanes will more than double the current capacity, and when you factor in the lack of stoplights, this option would support current and all future projected growth in traffic.

By placing the new roadway in the median, the current right of way could be used to plant noise-absorbing plants, provide bike and walking paths, and could be reserved for future rail options.

Keith Lindsey

2027 Sunderidge Dr.

San Antonio TX 78260

PM#1:160


Email (with Attachment Letter)



You replied on 9/8/2009 5:24 PM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

**US281EIS**

**From:** Elena Serna [elena@aquiferalliance.org]  
**To:** US281EIS  
**Cc:** 'Annalisa Peace'; tom@aquiferalliance.org  
**Subject:** Public Comments Submitted by GEAA  
**Attachments:**  GEAA Comments US281EIS Public Mtg 1.pdf(302KB)

**Sent:** Tue 9/8/2009 4:56 PM

GEAA would like to submit the attached public comments in response to the US 281 EIS Public Meeting #1.

Please email or call me with any questions or concerns!

Thanks-

Elena Serna

***Elena Serna***

Special Projects Coordinator

Greater Edwards Aquifer Alliance

210-320-1457

[www.aquiferalliance.org](http://www.aquiferalliance.org)





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 Boerne Together  
 Cibola Nature Center  
 Citizens Allied for Smart Expansion  
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 Communities of the Episcopal Church of  
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 Friends of Canyon Lake  
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 Guardians of Lick Creek  
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 Neighborhoods  
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 Preserve Our Water Blanco County  
 San Antonio Conservation Society  
 San Geronimo Valley Alliance  
 San Marcos Greenbelt Alliance  
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 Santuario Sideram  
 Save Barton Creek Association  
 Save Our Springs Alliance  
 Scenic Loop/Boerne Stage Alliance  
 Securing a Future Environment  
 Sisters of the Divine Providence  
 Smart Growth San Antonio  
 SEED Coalition  
 Texas Water Alliance  
 West Texas Springs Alliance  
 Wildlife Rescue & Rehabilitation  
 Winberley Valley Watershed Association

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 San Antonio, Texas 78212  
 (210) 320-6294  
[www.AquiferAlliance.org](http://www.AquiferAlliance.org)

September 8, 2009

Alamo RMA  
 Attn: US 281 EIS  
 1222 N. Main, Ste. 1000  
 San Antonio, TX 78212

Dear US 281 EIS coordinators,

The Greater Edwards Aquifer Alliance would like to thank you for the opportunity to provide initial comments on the EIS Coordination Plan to assess improvements to US 281 from Loop 1604 to Borgfeld Road.

### Scoping:

#### Environmental Analyses:

A detailed schedule should be provided upfront, including deadlines, in order to indicate how timing of completed environmental analyses is coordinated with lead agencies' planning and decision-making schedule. In addition, all environmental analyses should be identified, along with corresponding lead investigators and/or consultants. More specifically, a list should be provided of all endangered species surveys and hydrogeological investigations, either to be used in assessments or to be conducted during the EIS process. All investigators should be clearly identified. In a timely manner as they are developed, all draft and final reports and databases resulting from environmental analyses used in EIS process should be publicly available via a webpage.

#### Agency Participation/Consultation:

##### Elevate Edwards Aquifer Authority to Participating/Cooperating Agency:

Due to its technical expertise regarding the Edwards Aquifer ecosystem, we request that the Edwards Aquifer Authority (EAA) be invited to participate in the EIS process as not only a Participating Agency, but also as a Cooperating Agency.

The proposed expansion of US 281 crosses the recharge zone of the Edwards Aquifer. The Edwards is a federally designated sole source drinking water aquifer that provides water to 1.5 million people and the spring flows critical to the survival of endangered species in Comal Springs, San Marcos Springs, and in the Aquifer. In fact, the Edwards Aquifer was the first aquifer in the Nation designated as a "sole source" aquifer under the "Gonzalez Amendment" to the Safe Drinking Water Act. The amendment was authored by San Antonio Congressman Henry B. Gonzalez, in order to avoid federal taxpayer funding of projects that threaten pollution of the Edwards Aquifer.

The Edwards is a karstic aquifer and therefore is highly vulnerable to water pollution because surface water quickly enters the aquifer through recharge features, such as caves, sinkholes and streambeds, without significant filtration. The lack of a central drinking water distribution facility for San Antonio makes treatment for any contamination especially ineffective. As such, the best and perhaps only affordable protection for San Antonio's drinking water supply is





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 Aquifer Guardians of Urban Areas  
 Austin Regional Sierra Club  
 Boxer Audubon Society  
 Boerne Together  
 Circle Nature Center  
 Citizens Allied for Smart Expansion  
 Environmental Stewardship  
 Committees of the Episcopal Church of  
 Reconciliation & Episcopal Diocese of  
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 Helotes Heritage Association  
 Helotes Nature Center  
 Hill Country Planning Association  
 Guardians of Clark Creek  
 Kendall County Well Owners Association  
 Kinney County Ground Zero  
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 Northwest Interstate Coalition of  
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 Preserve Lake Dunlap Association  
 Preserve Our Water-Blanco County  
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 Save Barton Creek Association  
 Save Our Springs Alliance  
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GEAA Comments on 8-27-09 US 281 EIS Public Meeting, 9-8-09, p.2/4

prevention. Therefore, the EAA needs to be included as a Cooperating Agency in order to provide invaluable expertise regarding the environmental sensitivity of the US 281 corridor area.

#### Elevate VIA Metropolitan Transit to Participating/Cooperating Agency:

In order to adequately address alternatives related to multiple transportation modes and reductions in peak traffic demand, we request that the VIA Metropolitan Transit (VIA) be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency.

Since traffic congestion is rooted in excess demand, alternatives which reduce peak travel demand need to be seriously considered. Many options are available that individually, or in combination, reduce peak travel demand. Public transit is a primary means of decreasing peak travel demand. Likewise, ridesharing and park-n-ride programs also reduce the number of cars during the peak periods. VIA is the driving force in San Antonio for these three options, which are to be employed along the US 281 corridor according to the San Antonio MPO's 2030 Metropolitan Transportation Plan.<sup>1</sup>

FHWA's own guidance lists six categories of demand-management alternatives, including travel alternatives (alternate hours of travel, work schedules, telecommuting, etc.), land use alternatives (smart growth policies, pedestrian/bicycle connections, transit-oriented design), pricing alternatives (HOV lanes, parking pricing), HOV alternatives (rideshare matching, vanpools, priority HOV parking, etc.), transit alternatives (subsidized fares, trip itinerary planning), and freight alternatives (lane restrictions, delivery restrictions).<sup>2</sup> Again, VIA should play a major role in the EIS process, due to its expertise in managing traffic demand in San Antonio.

#### Invite Camp Bullis/U.S. Army to Be Participating/Cooperating Agency:

Due to the Garrison Commander's consistent concerns regarding development within five miles of Camp Bullis, the U.S. Army at Camp Bullis should be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency. Camp Bullis has often submitted concerns in writing to the City and to other agencies in regard to these developments.

The US 281 corridor is within five miles of Camp Bullis. Within this zone, Camp Bullis has repeatedly expressed concern related to development impacts to the habitats of federally listed species. In particular, Camp Bullis seeks to avoid the clearing and fragmentation of woodland habitats for the golden-cheeked warbler, so that this species is not displaced onto Camp Bullis. Of equal concern to the Army is the protection of the Edwards Aquifer and karst features, which may be habitat for endangered karst invertebrates. Development of endangered species habitats within five miles of Camp Bullis may adversely affect training restrictions on the base.

<sup>1</sup> San Antonio Metropolitan Planning Organization, 2030 Metropolitan Transportation Plan, chp. 10, Congestion Management System, pp 29-30. (2004).

<sup>2</sup> Office of Operations, Federal Highway Administration, *Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Management*.





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GEAA Comments on 8-27-09 US 281 EIS Public Meeting, 9-8-09, p.3/4

Of additional concern to Camp Bullis is high-density development within its three-mile light buffer zone. The light pollution from such development negatively affects night training operations, which is a major focus of the base's mission.

In this manner, the direct, indirect, and cumulative effects of development induced by the proposed US 281 expansion may be of concern to Camp Bullis. One study concluded that "highway capacity-increasing projects, which are typically a response to current or anticipated increase in travel demand, have coincided with immediate land-development activities."<sup>3</sup> Another study found highway expansion to be a primary cause of population growth.<sup>4</sup> And a third study substantially confirmed the hypothesis that "road improvements and the resulting swifter travel speeds spur building activities along a corridor."<sup>5</sup> New homes, offices, and retail stores appear near improved freeways within two to four years after construction.<sup>6</sup> Clearly, the impact assessment of development potentially induced by US 281 requires that Camp Bullis be invited to be both a Participating and a Cooperating Agency.

### **Purpose and Need:**

#### Need:

The applicability of data used to determine need should be well documented, including if the data are current, accurate, and relevant. In particular, data used to project the future land use and the transportation network should be well documented. If included in purpose(s), safety (accident) and economic development data should be similarly presented. Needed data that is unavailable should also be identified. And finally, the procedure for accessing all project files should be included in the draft purpose and need.

#### Goals and Objectives:

The draft purpose and need should also include draft goals and objectives. The relationship of the goals and objectives to purpose and need should be described in detail. Similarly, the role of the goals and objectives in the screening of alternatives should be explained. Environmental protection, endangered species, and mitigation should be included in goals and objectives.

#### Documentation:

Dates when chapter drafts will be available should be listed, as well as the length of each chapter. A list of all technical reports, including issues and level of detail, should also be provided. These draft and final reports should be publicly available as they are completed.

<sup>3</sup> Thomas W. Sanchez, *Land Use and Growth Impacts from Highway Capacity Increases*, J. Urban Planning and Development 75 (June 2004); Robert Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis*, 69 APA Journal 145, 156-57 (Spring 2003); Neal R. Peirce, *Expansion Induces Traffic* (reporting that in the five years before I-270 was widened, 1,745 new homes were approved in the 12 miles north of Rockville, the major community on the route, while in the five years after the road was widened, 13,642 new homes were approved).

<sup>4</sup> Paul R. Voss and Guangqing Chi, *Highways and Population Change*, 71 Rural Sociology 33 (2006).

<sup>5</sup> Cervero, *supra* note 6, at 156.

<sup>6</sup> *Id.* at 156-57.





### Alternatives:

At the same time that the draft purpose and need is distributed, a list of alternatives should be provided, including both those eliminated during screening and those retained for detailed study. The procedure for documentation of screening and technical review of alternatives should also be included with the draft purpose and need. All factors used in evaluating the reasonableness of alternatives, not just purpose and need, should be delineated. The basis used in the screening criteria should be explained, including if it is quantitative level of service or more general, multi-step, or a scoring system.

Thank you again for your attention to these comments. We look forward to working with you throughout this process.

Sincerely,

**Annalisa Peace**  
Executive Director

**Tom Hayes, Ph.D.**  
Science Director

**Elena Serna**  
Special Projects  
Coordinator

Alamo Group of the Sierra Club  
 Aquifer Guardians in Joban Areas  
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**Comments submitted via Fax**



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# FAX

**Date:** 8/27/2009**Time:** 2:37 PM**To:** Dr. Bill Thornton, Chairman**Fax:** 495-5403**From:****Fax:****Phone:**

PM#1: 192  
Fax

**Regarding:** 281 North HELP!!!!

8-27-09 Update

Dr. Bill Thornton,

We NEED HELP! As my former Sunday School Teacher at Trinity surely you see that we need a quick solution and that the voters DO NOT want Tollways!

PLEASE HELP US GET TO WORK ON 281 North WITH OVERPASSES or the Right Turn ONLY!

Thank you,

John

PS: The right turn plan looked good that Councilman Rowe presented to us -- where is it?

SW Military is timed and if I make one light I make them all ... WHY can't 281 North be timed correctly! Makes me wonder if TexDot does not want them timed correctly so the Governor can get his tollway! This Governor will be defeated on this issue for sure!

**John G. Golden, DVM, MS**  
Veterinarian

Fax to: 495-5403

October 29, 2008

The Honorable Dr. Bill Thornton  
Alamo Regional Mobility Authority Chairman  
16500 San Pedro, Ste 350  
San Antonio, Texas 78232

Ref: **PLEASE HELP US GET TO WORK ON 281 North**

Dear Dr. Bill Thornton,

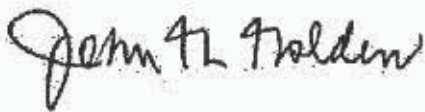
**PLEASE, OH PLEASE INCLUDE 281 NORTH TO BE FIXED WITH  
OVERPASSES AS ORIGINALLY PLANNED AND BUDGETED FOR.**

I strongly request you to intervene on behalf of area residents by calling for reinstatement of funding for **the original Transportation Improvement Program, which included plans to construct overpasses at Borgfeld, Evans and Stone Oak Parkway. I also ask that TxDOT build an overpass at 281 and Encino Rio to provide for the safe egress of thousands of residents.**

If you direct TxDOT to use discretionary dollars to reinstate funding for overpass construction, we can finally get this project underway and provide relief to users of US Hwy 281. We then can get to work on time and home safely.

Thank you for your consideration.

Best Regards,





**Comments submitted via USPS Mail**

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PM #1:193  
mail

281 Comment

Mr. Leroy Alloway, Director, Community Relations  
Alamo RMA  
1222N. Main Ave, Suite 1000  
San Antonio, Texas 78212

Sept. 4, 2009

Sir:

I am aware of the Community pressure you, and others, are confronted with while striving to relieve the traffic congestion on 281 North of 1604. I agree doing just that is a worthwhile undertaking, but in your efforts to relieve the 281 problem North of 1604, you could easily transfer the existing problem to the downtown portion of 281. I feel certain you, Alamo RMA and the Texas Highway Department are aware of the existing general slowing, and thus, congestion of early morning 281 South bound traffic South of Hildebrand. Quite frequently, that slowing begins as far North as the Airport entrance.

I strongly urge you, ARMA and the Texas Highway Department to make certain your combined efforts don't relieve one undesirable situation only to create another situation worse than the one you eliminate. I also urge the Texas Highway Department to forget making planned changes to 281 beautiful/pleasing to the eye. Make those changes safe and long lasting? Certainly! Maybe the Highway Department could use the funds thus saved to improve Texas Highways in Bexar and surrounding Counties. Anyway, who has time to look at a beautiful highway while driving safely on any highway at 65 MPH or, very often, much faster?

Sincerely,  
  
Fred Grohman, Jr.



PM #1: 194  
mail

(This comment was submitted 2 times,  
see Comment #153)

281

Leroy Alloway  
Director, Community Relations  
Alamo Regional Mobil Authority  
1222 N Main Avenue, Suite 1000  
San Antonio, TX 78212

Dear Sir,

The current traffic conditions on Rte. 281 North between Rte. 1604 and the Comal County line are contributing to the air pollution in the San Antonio Region. Creating a toll road will continue to create air pollution because people will need to stop and idle to pay a toll. Although some people may buy electronic transmitter tags to drive through the toll without stopping; not everyone will purchase one of these tags and will be required to stop and idle to pay the toll. The current conditions and toll road conditions cause people to sit in idling vehicles. Idling vehicles waste money and natural resources.

There are currently traffic lights at the intersection of Encino Rio/Rte. 281, Evans Rd./Rte. 281, Stone Oak Pkwy.(TCP)/Rte. 281, Marshall Rd./Rte. 281, Overlook Pkwy./Rte. 281, Bulverde Rd./281, and Borgfeld Rd./Rte. 281. These 7 traffic lights on Rte. 281 cause people to stop when the lights turn red. Traffic backs-up because of all of the people stopping for these lights, causing thousands of cars to sit and idle waiting for the lights to turn green again.

Years ago traffic designers developed interchanges that do not require traffic lights. A good example of one of these interchanges can be observed at the intersection of Rte. 281 and I-410. Except for the South Rte. 281 to West I-410 this interchange works effectively (this could have been designed better, but I will not digress).

Interchanges designed similarly to the Rte. 281/I-410 interchange could be designed and constructed to replace the current 7 stop lights.

An alternative to creating an interchange at all 7 intersections would be to allow only right hand turns from a street. For example at Borgfeld Rd. cars would only be able to turn right onto Rte. 281 using a shoulder runway. The light at Borgfeld would be removed. If someone needed to turn onto Borgfeld from Rt. 281 they would need to use one of the other intersections.

These interchanges could be paid for by charging the home builders and commercial builders. The home builders could be charged for each lot that they want to build on. Businesses could be charged for each new building that they want to establish. An additional sales tax in the area could be added to supplement the builder's charges. This money should be designated for the roads only and not be allowed to be used for other purposes.

Creating toll roads will only add to the existing problem. If interchanges without stop lights are not built soon the air pollution in the area is only going to increase.

Sincerely,



Anthony Kopanski

**APPENDIX G**  
**Court Reporter Transcript of Verbal**  
**Comments**

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## **Court Reporter Transcript of Verbal Comments**

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**ALAMO REGIONAL MOBILITY AUTHORITY  
OPEN HOUSE  
U.S. 281 NORTH  
ENVIRONMENTAL IMPACT STATEMENT UPDATE  
PUBLIC COMMENTS**

AUGUST 27, 2009  
5:00 P.M. - 9:00 P.M.

ST. MARK'S CATHOLIC CHURCH  
602 THOUSAND OAKS  
SAN ANTONIO, TEXAS 78232

Dicie Lee Eytcheson  
Certified Shorthand Reporter



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ALAMO REGIONAL MOBILITY AUTHORITY  
OPEN HOUSE  
U.S. 281 NORTH  
ENVIRONMENTAL IMPACT STATEMENT UPDATE  
PUBLIC COMMENTS

ST. MARK'S CATHOLIC CHURCH  
1602 THOUSAND OAKS  
SAN ANTONIO, TEXAS 78232

AUGUST 27, 2009  
5:00 P.M. - 9:00 P.M.



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1 Comment #161 MS. MERRIS: (Comment Card\_\_Celeste  
2 Merris, P.O. Box 998, Converse, Texas 78109,  
3 aplus14@juno.com) Why are there no elected officials  
4 but illegally taxpayer paid "Public (Relations)  
5 Involvement" and employees here? Why are no funding  
6 discussions done or being done? Federal Government,  
7 Texas Department of Transportation, Mobility Planning  
8 Organization, Regional Mobility agency and others had  
9 \$325 million on or about 2000, for ten new construction  
10 lanes and loop exchanges for Loop 1604 and up North U.S.  
11 Highway 281--but this still hasn't been done. Why not?  
12 When will we have a "FREE" highway that is expanded?

13 \*\*\*\*\*

14 Comment #162 MR. WILSON: (Duane Wilson, 2230 Estate  
15 Gate Drive, San Antonio, Texas 78260) I live at the  
16 corner, basically, of 281 and Bulverde Road so I get the  
17 pleasure of driving 281 every day. And, from my  
18 perspective, something needs to get done on this because  
19 I'm spending 45 minutes just to go 12 miles to my work  
20 location and, I think, I'm polluting the air a lot more  
21 than anything that we could possibly do to expand the  
22 lanes on 281.

23 So all of the -- it's just continued  
24 commercial development, there's no impact to the  
25 aquifer, in my opinion, and, I think, we should go ahead



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1 and get this thing built as soon as possible. In the  
2 meantime, I hope you go ahead with the SuperStreet, and,  
3 ultimately, I don't care if the project is tolled or  
4 non-tolled. If it's tolled, I'm going to use it every  
5 day. I think the access roads that people -- they can  
6 go on and continue just like they are presently. That's  
7 my comments.

8 \*\*\*\*\*

9 Comment #163 MR. WIKMAN: (Mike Wikman, 4531 Honey  
10 Locust Wood, San Antonio, Texas 78249) But the -- the  
11 reason I'm here is to place my complaint about this --  
12 this road, this route 281, that should have been fixed,  
13 maybe, five years ago. They had the money back then to  
14 do that and it was either stolen or it disappeared like  
15 most government money does in the government -- which is  
16 us. Money just disappears or it's put away somewhere  
17 and then they forgot where they put it.

18 I understand that they paved the parking  
19 lots of the Veterans Hospital and jails, or prisons, I  
20 should say, throughout the State of Texas with the money  
21 that should have been used for this highway.

22 The -- What disgusts me to begin with, to  
23 start with -- it's a little bit off the highway -- is,  
24 people are moving in here without the responsibility of  
25 paying for the infrastructure. Nobody, I believe,



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1 forces people to move here into San Antonio. I've taken  
2 this up with Mayor Peak, when he was the mayor, and he  
3 said to me, "Well, how do we stop them from moving in?"

4 I said, "Well, you keep telling us we're  
5 out of water. How can people move in here when we don't  
6 have any water to feed them?" So -- but yet, to make a  
7 long story short, they're moving in anyway by the  
8 thousands.

9 When I first came here, 1604 was a  
10 two-lane highway; one eastbound lane, one westbound  
11 lane. It is now four lanes -- and I just got off of  
12 it -- bumper to bumper for the last two miles to get off  
13 of -- on 281 which is plain ridiculous. This town has  
14 not -- the highways, I should say. The highways have  
15 not grown with the population and the TxDOT -- which is  
16 a very corrupt organization, and we're hoping that  
17 the -- that the Sunset Commission would have put them  
18 out of business, which they didn't so far. But we find  
19 that because of this, 281 is one of the worst highways  
20 in this location due to backed up traffic.

21 And TxDOT did have the money to repair  
22 these highways, make overpasses that -- they had the  
23 money for the overpasses and, for some reason, it just  
24 hasn't been done. And who pays for it but we (the  
25 people). We pay for it in gasoline bills. We pay for



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1 it in our time used sitting in traffic where these red  
2 lights are. And then comes an organization called the  
3 RMA.

4 I've attended, I don't know, maybe fifty  
5 meetings in the time I've lived -- I've lived here 22  
6 years so far. But I've attended many meetings and  
7 voiced my disgust with the leadership of the RMA and  
8 TxDOT. I have been met with scowls, ugly faces, and  
9 undertoned voices when I got up and spoke about what I  
10 spoke about, is, that we lack any leadership at all. We  
11 have no leadership here at all in the highway part of  
12 what I'm getting at. 281 is worse than ever, getting  
13 even worse, and nothing is being done at the present  
14 time.

15 A lot of talk in here tonight. I see all  
16 kinds of very fancy, expensive displays about how they  
17 will solve the problem. Well, I've heard that for the  
18 last five to seven years. It's like the federal  
19 government; lots of talk and no action.

20 Again, I can't underline it enough, is,  
21 the lack of leadership that we have in this town that --  
22 relative to the highways. We also have lack of  
23 leadership in other spaces, too, but I -- I'm going to  
24 say we're concentrating on route 281 and route 1604  
25 interchange.



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1                   Now, we have Terry Brechtel who would like  
2                   to toll this. Now, wait tell you hear this. They want  
3                   to sell the highway to a foreign contractor named  
4                   Syntex, a Spanish consortium. Now, I looked it up and  
5                   found out it's owned by the Saudi Arabian government  
6                   which is a Muslim group.

7                   Why do we take our highways that we own,  
8                   the people own, and give them for fifty years to a  
9                   foreign contractor to build and operate a toll road? We  
10                  are then going to be at their mercy. It's privately  
11                  owned then. They can raise the prices any time they see  
12                  fit and the public will have nothing to do but pay that  
13                  exorbitant fare -- which I could give you, but I don't  
14                  want to because it may not be very accurate right now.

15                  They promised that there would be a side  
16                  road, a road along the toll road, where people could use  
17                  that instead of the toll road. Well, what's wrong with  
18                  that is that that side road will be full of "Stop"  
19                  signs, electric traffic lights, which will cause the  
20                  light to go red while the traffic goes underneath the  
21                  toll road, and the people on that side road will be  
22                  right back where they started from, in traffic again,  
23                  unless they pay the exorbitant fare they would have to  
24                  pay for this toll road.

25                  So we are disgusted not only with



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1 route 281, not only with the highways of our state, but  
2 we're disgusted with the leadership that we have voted  
3 for, the different people to represent us and they have  
4 let us down.

5 Tommy Adkisson and David Leibowitz is our  
6 friend. They belong to the MPO. And they're very  
7 cooperative with the toll people which I am proud to be  
8 a part of. We do have a few legislators and  
9 representatives who are, kind of, working with us, but  
10 still all we see are these meetings in these big  
11 buildings and hundreds of people coming out to read the  
12 propaganda that they feed us.

13 But still, in six or seven years,  
14 shouldn't we, by that time, have our route 281/1604  
15 interchange long, long before this? Here it is, 190 --  
16 I mean, 2009, and we are still sitting in traffic. And  
17 I don't see any contractor out there starting to work on  
18 this. I hear all kinds of promises, but I don't see any  
19 action. That's it. That's all I have.

20 \*\*\*\*\*

21 Comment #164 MS. HELWIG: (Rosalinda Helwig, 727 Mesa  
22 Ridge, San Antonio, Texas 78258) I'm Rosalinda Helwig.  
23 I live in the Stone Oak area where all of the congestion  
24 is, especially Evans and 281, and I have been hearing so  
25 much about toll roads, and I am so against toll roads,



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1 first of all, because I know that the freeways are free.  
2 They are freeways that -- we have already paid for those  
3 roads we -- with our tax dollars, and those are already  
4 ours. And if people wanted to come in to do toll roads,  
5 they can get their own land and make their own roads and  
6 they can charge what they want, but I feel, in my heart,  
7 that that is not right if they just take over what we  
8 already have.

9 And, also, I have come up with some  
10 suggestions. Instead of the new way that they're trying  
11 to make the turn lanes to go only one way south, if  
12 it -- you want to go north you have to -- if I want to  
13 go north on 281 off of Evans, I am half in the -- you  
14 know, to their -- those lanes -- I don't know what they  
15 call it. But, you know, I have to turn right, wait for  
16 a light, turn left, wait for a light at Evans and 281  
17 just to continue going north when I -- when they should  
18 just either leave it the way it is and make always two  
19 left lanes turning north, and two right lanes turning  
20 south, and one lane going straight across 281 onto  
21 Evans.

22 Or the best suggestion would be to do what  
23 they had planned all along, which was the overpass. The  
24 overpass, I understand, was already approved back early  
25 2000, maybe 2003, and I feel like -- and I believe that



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1 they already had all of the money that -- and everything  
2 was done, but, all of a sudden, our politicians and  
3 other people in San Antonio want to get together and get  
4 people from Spain to come in here and own the roads and  
5 we have to pay them for about fifty years.

6 Now, the -- I went to Houston and they  
7 have toll roads. I never used them, because I didn't  
8 want to pay for toll roads, and I also noticed that they  
9 were pretty empty, you know. So I don't see the benefit  
10 in toll roads. Not to mention that up north, most of  
11 the people work, both people -- I mean, the couples  
12 usually work, everybody has to work in order to live,  
13 which is pretty much over here, because it's very  
14 expensive in this area. So that means that everybody  
15 tends to hire gardeners, you know, lawn maintenance,  
16 people to come clean houses or to cook or to baby-sit,  
17 and so what happen -- or to even take care of elderly.

18 So what happens to those people that do  
19 not have a lot of money and they need to work to make  
20 just minimum wage? How are they going to pay the toll  
21 roads? So everything's just going to go sky high.  
22 Somewhere somebody's got to pay those employee -- you  
23 know, those workers, and we have to pay -- if we have to  
24 pay the toll road, then, we have to -- what should I  
25 say? -- well, we won't be able to pay those people very



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1 much money, and then they're not going to want to come  
2 and work for us, you know. I mean, our lawn service,  
3 you know, our -- the people that come clean houses  
4 because we're working, baby-sitters because we're  
5 working. It's just going to be, I think, very hard for  
6 everybody.

7 And, not to mention, with gas going up,  
8 and then if we have to pay tolls, then -- and I know  
9 tolls are -- it's a choice, but, come on, when I was in  
10 Houston those access roads they were crowded. I do not  
11 see how it's going to help the normal people, the common  
12 citizens that do not have all of this money to pay for  
13 the toll roads.

14 And then I read some -- on the Internet  
15 that -- I don't know if it was Houston or somewhere else  
16 that, I believe, that the toll people, who owns the toll  
17 roads, what -- you know, they have to collect from  
18 people who haven't paid their bill for using the toll  
19 roads. I'm assuming they have an account. And so they  
20 can't seem to collect from them. Why? People just  
21 don't have the money.

22 And then I understand that there's a toll  
23 road in Laredo, or the Laredo area, and I think that  
24 went bankrupt because they're not using that either. So  
25 what a waste of land, our trees, the animals, just --



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1 and concrete. More concrete has been -- it was a flop.  
2 So I am against toll roads and I -- I believe that  
3 there's another way.

4 I -- I read on the Internet that, I  
5 believe, the toll roads are going -- it's going to cost  
6 in the billions where overpasses are only going to cost,  
7 I think, \$1.7 million. A lot cheaper than a toll road.  
8 And the tolls, Texas does not get that money. Spain,  
9 you know, because I understand that's who's going to be  
10 funding it in the first place. So that's what I have to  
11 say.

12 \*\*\*\*\*

13 Comment #165 MS. ELLIOTT: (Cece Elliott, 141 Ridge  
14 Trail, San Antonio, Texas 78232) Well, first off, I'm  
15 extremely ashamed of TxDOT for stealing our money; and  
16 that they should build the roads and give us what we  
17 paid for already. Absolutely no toll roads. Do not ask  
18 for another penny from us to build what was already  
19 ours. And they should do it now and stop this nonsense.  
20 That's the way I feel about it.

21 \*\*\*\*\*

22 Comment #166 MR. DOSSEY: (Pat Dossey, 202 Basswood  
23 Drive, San Antonio, Texas 78213) I'm an accountant in  
24 San Antonio, Texas, and I just want to say that I'm  
25 against spending more money than we have to. We had an



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1 original plan on 281 to spend all of \$50 million for  
2 three overpasses. Now, it's up to \$500 million with the  
3 toll road. I think we ought to, for environmental  
4 reasons, keep it simple with building over the Aquifer  
5 Recharge Zone. I'm all in favor of the original plan,  
6 staying with 281 as is with additional lanes and  
7 overpasses being added. And I will continue to come  
8 down here and make my point, time after time, forever.  
9 Thank you.

10 \*\*\*\*\*

11 Comment #167 MS. CANDELARIO: (Cathy Candelario, 1564  
12 Lake Bluff, Canyon Lake, Texas 78133) I'm -- I think  
13 they should stop spending money on studies and start  
14 fixing the road. It -- There's a sign over there that  
15 says the average speed is 40 miles an hour between rush  
16 hour during a weekday. There is no way that that is  
17 true even though it says the study was done in May 2009.

18 I go through that traffic, from beginning  
19 to end, every day till -- it takes 12 minutes,  
20 approximately, to go four miles. We're all sitting in  
21 traffic wasting expensive gasoline, waiting for someone  
22 to fix the roads that a -- it appears has some kind of  
23 ulterior motive by stalling and not using the money that  
24 was there years ago to fix the roads, that the City gave  
25 permits to builders to build on and brought thousands of



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1 people to the area. That hasn't stopped.

2 And they need to think up some ideas for  
3 the future on how to raise money by possibly charging  
4 builders a fee -- an extra fee for their permits to fund  
5 future road improvements in the area. But another three  
6 years to wait for another study to improve the road is  
7 unreasonable to the thousands of people that sit in  
8 traffic for 12 minutes each direction and have to change  
9 their lives to avoid traffic.

10 I get up every morning and I make sure I'm  
11 going through that area before 6:30. I leave my house  
12 at a quarter of 5:00 in the morn- -- quarter of 6:00 in  
13 the morning to make sure I don't hit traffic on 281.

14 If I had a child, I couldn't do that and  
15 could, possibly, spend a good hour and a half trying to  
16 get 40 miles because I had to go through that traffic.  
17 That's all.

18 I just think we need improvements and we  
19 need them now, and toll roads should not be an option  
20 considering we've already paid for the overpasses. And  
21 the economy is not -- not good and I -- we're not  
22 getting raises, we can't afford to take more money out  
23 of our pockets to pay for a road. That's all.

24 \*\*\*\*\*

25 Comment #168 MS. BERNAS: (Karen Bernas, 21207 Rio



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1 Sabinal, San Antonio, Texas 78259) Okay. All I want to  
2 tell you is that I do not want the SuperStreet. I think  
3 it's going to inconvenience a lot of the people on the  
4 side streets just to let the people going up 281 get  
5 home faster. That's all I have to say.

6 \*\*\*\*\*

7 Comment #169 MS. MCGUIRE: (Comment Card\_Mynda  
8 McGuire, 20015 Encino Royale, San Antonio, Texas 78259)  
9 Overpasses are the only option for all who live next to  
10 281. Traffic would not be any greater, then, than it is  
11 now south of 1604. Why waste our tax dollars on toll  
12 roads when the overpasses promised to us would be so  
13 much cheaper!? Governor Perry is looking at 281 as a  
14 "cash cow," and San Antonio's RMA is doing the milking.

15 \*\*\*\*\*

16 Comment #170 MS. BRAY: (Sherry Bray, 1495 Circle Oak  
17 Drive, Bulverde, Texas 78163) I want it noted that I am  
18 not for the toll roads at all. I don't feel that we  
19 should have to pay to drive on a road when everyone else  
20 in San Antonio and surrounding areas don't pay to drive  
21 on a road. I don't feel like we should be penalized for  
22 that.

23 I don't understand what is truly holding  
24 this up. We come to these meetings, we get promises,  
25 nothing's happened. I've lived in Bulverde for ten



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1 years and driven all the way downtown to San Antonio for  
2 ten years, nothing happens to 281. 410 gets fixed.  
3 IH-10 gets fixed. 1604 gets fixed. You know, why --  
4 why can they not do the improvements? I -- You know,  
5 these environmental studies, I believe, are just a cover  
6 up.

7 I believe that the money issue, it's  
8 there. They just for some -- I don't know what the  
9 reasons are, and I would like to know why will they not  
10 get the roads done. That is my question.

11 I'm just a working mother that spends  
12 about four hours on the road between the morning and  
13 night commute that I could be at home with my family.  
14 And, you know, that's valuable time they take away from  
15 me, and so I just would like to know why.

16 \*\*\*\*\*

17 Comment #171 MS. ZALONTZ: (Ronda Zalontz, 5749 Circle  
18 Oak Drive, Bulverde, Texas 78163) Okay. I want them to  
19 know that I absolutely am opposed to toll roads. I  
20 don't want toll roads. I would like them to put  
21 overpasses so that I could just (descriptive sound)  
22 drive from work to home, home to work and be done, like  
23 a regular highway. That's it. If I want to get off, I  
24 get off. But -- Thank you.

25 \*\*\*\*\*



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Comment #172 MR. ZALONTZ: (Donald Zalontz, 5749 Circle Oak Drive, Bulverde, Texas 78163) I also am totally against toll roads and, I think, they should double-deck 281 all the way to Comal County. That's it.

\*\*\*\*\*

Comment #173 MS. MIGL: (Babbie Migl, 1404 Adams Road, Bulverde, Texas 78163) What I think about this, I think it's the biggest waste of taxpayers' money there is. I don't know why intelligent, you know, smart people, professional people are even going to try to put 20 lanes for 7.9 miles between 1604 and Borgfeld Road where it's going to cause a bottleneck up here and a bottleneck down here. I think it's stupid.

We had a plan -- they had a plan already to put overpasses and expansions and freeways. It's going to cost people money that they don't have. It's going to -- it's going to take twice as long. Okay. The free -- the free one with the gas tax plan would be ten lanes as opposed to 16 to 20 lanes total on this toll plan.

It's going to take -- it would take 18 months to build where the other one is going to take 3.8 years to build, and the cost today would probably be \$170 million as opposed to \$1.3 billion putting toll roads in there. I think putting toll roads in there is



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1 stupid.

2 Why do you want to put 7.9 miles of toll  
3 roads right in the middle of there, and then -- I just  
4 don't understand it. I don't understand why we can't  
5 put a freeway, why we can't put expansions and  
6 overpasses, which would be so much easier and faster and  
7 cost less money.

8 This is going to cost us so much money to  
9 do this. Y'all have these meetings trying to convince  
10 us that we want toll roads when we've told you over and  
11 over and over again -- at all of these public meetings,  
12 everybody says we don't need them.

13 The RMA, as far as I'm concerned, is  
14 nothing more than an extension of TxDOT and TxDOT is  
15 completely corrupt. They have been -- they've been  
16 caught red-handed cheating -- or cheating everything,  
17 okay? They've been caught stealing from the taxpayers.  
18 But I -- I think this is ridiculous. I really do.  
19 That's my opinion and I'm sticking to it. There.

20 I have been told somehow -- somehow  
21 they're going to be able to do an -- an environmental  
22 study for 16 -- the Loop 1604/281 interchange only on  
23 the -- on the south side, and there's no reason -- if  
24 they can do that on that for -- you know, as fast as  
25 they can, there's no reason why we can't do an ES study



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1 on the other side rather than the -- than the EIS study.

2 The EIS study is going to be more  
3 expensive, it's going to take longer. We can do the  
4 same thing and build the -- build the overpasses and we  
5 could also build the -- you know, the expansions on the  
6 road. And -- and if they can do it for the interchange,  
7 they can do it for this, north of -- of 1604, unless  
8 they're -- unless they're trying to push toll roads down  
9 our throat.

10 The only reason they have to do the EIS  
11 study is because they want us to accept them toll roads,  
12 and we don't want toll roads. Nobody that lives out  
13 there wants toll roads. It's too expensive. We can't  
14 afford to go back and forth to town. Thank you.

15 \*\*\*\*\*

16 Comment #174 MR. SMITH: (Theodore Smith, 2526 Fawn  
17 Oak, San Antonio, Texas 78232) Okay. My name is Ted  
18 Smith. I live at 2526 Fawn Oak, San Antonio, Texas  
19 78232. I am vehemently opposed to toll roads. I do not  
20 want 281 or 1604 or any portion of them turned into toll  
21 roads. I want the money that was originally allotted to  
22 make the overpasses happen used. I want that money  
23 used. There should never ever be any toll roads in San  
24 Antonio. I don't want any toll roads because I fear  
25 foreign ownership. I fear anyone owning them. There is



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1 money already allotted for the improvements. There  
2 should never be any toll roads in San Antonio.

3 If there are toll roads implemented, it  
4 will be a major factor in me and my family deciding to  
5 move from the San Antonio metropolitan area. Okay.

6 And you can put my phone number in there.  
7 It's (210) 838-7549. Okay. And I want them to know  
8 that I'm here because I support TURF, the organization  
9 TURF, T-U-R-F, okay? And I'm against CDMAs. I am  
10 against toll roads anywhere, really, in the State of  
11 Texas. They're public roads. They should be free. The  
12 money for the maintenance is there. Okay. Thank you.

13 \*\*\*\*\*

14 Comment #175 MS. GREGORY: (Comment Card\_\_Lois Gregory,  
15 1734 Aspen Ridge, San Antonio, Texas 78248) The  
16 alternatives that are recommended for 281 (ex.  
17 SuperStreets, etcetera) are ridiculous. Why do we need  
18 an EIS to synchronize lights? It seems like that would  
19 be something that's done as part of business as usual.  
20 If it's a jurisdiction problem, why can't the entities  
21 work together to resolve it? Wouldn't both areas  
22 improve with better traffic flow?

23 As for SuperStreets, what a ridiculous  
24 idea! Turn right to turn left to turn right!? I vote  
25 that we use the money that's already been approved for



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1 overpasses on 281. It would be done in 18 months, cost  
2 us \$170 million. I don't want to waste anymore of my  
3 money for alternative plans or organizations like the  
4 RMA to create roadblocks for something I've already paid  
5 for.

6 \*\*\*\*\*

7 Comment #176 MS. STARKEY: (Margret Starkey, 2158  
8 Encino Loop, San Antonio, Texas 78259) Okay. I want --  
9 I wanted to say that I think that SuperStreet needs to  
10 be built as soon as possible to -- but I think that's a  
11 Band-Aid. You know, we do need a long-term solution  
12 and, I believe, that extending 281 into an interstate,  
13 an expressway, a highway would be the way to go, and  
14 extend it all the way north for all of the construction  
15 and the planned construction going north.

16 I also think that we need to look at the  
17 light -- the mass transit -- the mass transit  
18 opportunities, but that's only going to work if there is  
19 a really good mass transit net in the greater downtown  
20 area. Because not everybody works right downtown and so  
21 you have to be able to get, you know, into the greater  
22 downtown area with mass transit for mass transit to  
23 work.

24 In terms of -- I also want to make a  
25 comment about paying for this. I think that the City of



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1 San Antonio -- actually, the -- probably, the County of  
2 San Antonio -- I mean, the county -- Bexar County should  
3 have a gasoline tax on all of the -- you know, all of  
4 the gasoline sold in Bexar County so that that way  
5 people will pay, you know, for their use of the road  
6 when they use the road.

7 And those people that are driving a lot --  
8 like I drive from Encino Park down to the south side  
9 every day to go to work -- that the people that drive a  
10 lot will pay a greater portion of the construction and  
11 upkeep for all of the roads, and the people that are not  
12 driving very much, it's -- you know, which will be a  
13 benefit especially to the elderly -- you know, that the  
14 people that don't drive a lot pay less toward the upkeep  
15 and construction of roads. I think a gasoline tax is  
16 the best way and the most equitable way to pay for the  
17 roads.

18 I think the concept of making 281 a toll  
19 road so that the people that are using 281 or that  
20 portion of 281 would be, you know, paying for that part  
21 of the road is not an equitable way. Because we've been  
22 building, like, overpasses in Leon Springs where traffic  
23 was not bad, but we -- we spend a lot of money building  
24 that road there and there's no toll road there. And why  
25 single out 281 for a toll road when we're building a lot



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1 of new roads in other parts of San Antonio that are also  
2 experiencing a lot of construction and growth; like the  
3 Sea World, you know, 151/1604 area and a lot of areas?

4 So a gasoline tax to me is the most  
5 equitable way to have the people that are using the  
6 roads paying for the roads. That's, I think, basically  
7 it.

8 \*\*\*\*\*

9 Comment #177 MR. PHELPS: (Ken Phelps, 18222 Crystal  
10 Cove, San Antonio, Texas 78259) All right. I just want  
11 to say that I am against any toll roads on 281. I think  
12 the Regional Mobility Authority should build the  
13 originally planned overpasses and expanded highway.

14 But I'm a little suspicious of the RMA  
15 because, as I understand it, all of their funding comes  
16 from loans; mostly, from TxDOT but also from the City  
17 and County. As far as I know the only way they can pay  
18 back the loans is to build toll roads because I don't  
19 think they're going to have bake sales. So I think  
20 their decisions are going to be influenced by the  
21 sources of their financing. That's all. Thank you.

22 \*\*\*\*\*

23 Comment #178 MS. DIXON: (Janette Dixon, 206  
24 Morningside Drive, San Antonio, Texas 78209) A  
25 non-tolled highway with overpasses is the most expedient



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1 and preferred route -- way to go. That's it.

2 \*\*\*\*\*

3 Comment #179 MR. DIXON: (Don P. Dixon, 206 Morningside  
4 Drive, San Antonio, Texas 78209) Okay. My name is Don  
5 P. Dixon and I am here to testify that on the expansion  
6 of 281 that should be a non-tolled freeway. The tolling  
7 of that freeway would be tremendously detrimental to the  
8 lower income group. They wouldn't be able to afford the  
9 tolls even though their taxes would pay for the building  
10 of the road. So we want to stick with the non-tolled  
11 expansion of 281 with overpasses. That's it.

12 \*\*\*\*\*

13 Comment #180 MR. BOREL: (Mel Borel, 703 Turtle Hill,  
14 San Antonio, Texas 78260) Okay. Where do I start?  
15 This whole EIS process that this RMA has proposed doing  
16 right now is absolutely unnecessary. If you'll look at  
17 the NEPA requirements, they allow for scaling back of a  
18 project. And the scale backed project would be the  
19 original 281 overpass highway plan that included, what,  
20 six, ten -- ten total lanes whereas their proposed toll  
21 road plan covered anywhere between 16 and 20 lanes.

22 TxDOT corrupted the original study that  
23 included the toll road plan, and that's why the lawsuit  
24 blocked them because they, in fact, corrupted it. They  
25 did some illegal things, it was fraudulent and,



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1 therefore, the clearance was pulled. So now they have  
2 to go through the full EIS process, if, in fact, they're  
3 going to move forward with the toll road.

4 They could fall back. According to the  
5 Federal Highway Administration and, also, the EPA they  
6 can fall back to something less of a requirement if they  
7 went -- if they scale that version back to the original  
8 proposal of just the ten lanes and the highway version.

9 That means that we could get started very  
10 quickly. We wouldn't have to wait three years to have a  
11 process or to go through a three-year process, and then  
12 start construction of the highway. Right. We could --  
13 we could start the construction in about a year so we  
14 could scale that back considerably. Plus, the  
15 construction time would be much less on the original  
16 plan.

17 Now, this process that they're going  
18 through here today is -- is a sham as far as I'm  
19 concerned. They've got PR firms. They're using my  
20 money, public money, taxpayer money to fund efforts to  
21 try to convince people of what they want to do, and  
22 that's -- it's a mockery. And that's about all I've  
23 got.

24 \*\*\*\*\*

25 Comment #181 MR. PEREZ: (John Perez, 1730 Oakland



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1 Bend, San Antonio, Texas 78258) Okay. I live along the  
2 U.S. 281 corridor and I've been following the process of  
3 trying to get the project built and I've seen nothing  
4 but delays after delay after delay while traffic  
5 congestion has increased.

6 The quality of my life and that of my  
7 family has been reduced by sitting in traffic.  
8 Congestion is just worse every time and it's unavoidable  
9 that we have to do something to improve traffic along  
10 the U.S. 281 corridor.

11 As a homeowner, who lives and uses this  
12 corridor every single day, I can't encourage the RMA  
13 enough. Please hurry up and build this freeway. We  
14 need it desperately. I know there are a lot of  
15 environmentalists that don't agree with me. I wonder  
16 how many of those environmentalists travel up and down  
17 this corridor every day.

18 It is very important that we -- that we  
19 improve the quality of life of our citizens, and this is  
20 just ready to happen. It just has to happen. And  
21 that's it. Please build it.

22 \*\*\*\*\*

23 Comment #182 MR. VALDIVIA: (Enrique Valdivia, 530  
24 Donaldson, San Antonio, Texas 78201) Okay. You know,  
25 I -- I'm involved in this principally because I'm



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1 concerned about the environmental impacts of the  
2 project, and I'm concerned that the information  
3 available here doesn't really explain clearly enough  
4 what the impact of the -- of the 281 and 1604 projects  
5 would be taken together.

6 I'd like to see more, like, maps that will  
7 lay out both projects so that people can see the scope  
8 of what's, you know, going to happen. At some point  
9 we're -- we're going to be asked to consider the 1604  
10 project together with the 281 and, I think, the sooner  
11 we do the -- see that -- what that looks like, the  
12 better.

13 I'm also concerned that the -- none of the  
14 maps -- there's no information about where the recharge  
15 and contributing zones are of the Edwards Aquifer  
16 relative to the 281/1604 projects. There was lots of  
17 information about endangered species and where they're  
18 likely to be, but, for me, what I'm -- you know, one of  
19 my concerns is the impact on water quality, potential  
20 impact on water quality in the Edwards Aquifer, and  
21 there's really nothing -- there's nothing I saw here  
22 today that even mentioned that. So that's a concern.

23 And that's all.

24 \*\*\*\*\*

25 Comment #183 MR. JUEN: (Bryon Juen, 214 Silentbluff,



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1 San Antonio, Texas 78216) I believe this EIS process  
2 for the two -- for 281 North as a toll road is unneeded.  
3 We've gone through this process one -- once before with  
4 public comment and testimonials and so on and so forth,  
5 and ninety percent of the testimonials were to install  
6 the original gas-tax-funded plan. I feel as if that  
7 this -- this EIS public meeting is unwarranted and a  
8 waste of money.

9 I am against any toll roads in Bexar  
10 County. I am against public/private partnerships. I am  
11 against comprehensive developments. I am against  
12 funding toll roads with gas tax dollars. I believe that  
13 the RMA should be disbanded. Thank you very much.

14 \*\*\*\*\*

15 Comment #184 MS. FRERICH: (Comment Card\_\_Pauline E.  
16 Frerich, 461 Stealth Drive, Spring Branch, Texas 78070)  
17 We would like to see TxDOT construct the overpasses on  
18 281 and let the present roads be improved to handle the  
19 traffic better. TxDOT had the money in 2002, and  
20 promised to build the overpass at Borgfeld Road and it  
21 is still not built. We need to keep wrecks down on 281.

22 \*\*\*\*\*

23 Comment #185 MR. FRERICH: (Comment Card\_\_Monroe A.  
24 Frerich, 461 Stealth Drive, Spring Branch, Texas 78070,  
25 mfrerich@gvtc.com) We want you to build 3 (three) lanes



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1 northbound and three lanes southbound with overpasses at  
2 Borgfeld, Evans Road, El Encino, and Stone Oak on U.S.  
3 281. There was money for this in 2002, and it should  
4 have been done then.

5 There have been too many lives lost and  
6 too many injured because of no construction of the  
7 above-mentioned freeway and overpasses. Let's do the  
8 three lanes north and three lanes south with overpasses  
9 now!

10 \*\*\*\*\*

11 Comment #186 MR. BEITZEL: (Gareth L. Beitzel, 15403  
12 Forest Mist, San Antonio, Texas 78232,  
13 gbeitzel@satx.rr.com) One of the things that I've  
14 noticed -- We've come from California and from Colorado.  
15 One of the things we noticed in those states was that  
16 there was more requirement if a developer was going to  
17 build a new subdivision that they had to plan so much  
18 green space, they had to plan for schools, they had to  
19 plan for access roads, and they even had to pay for  
20 improvement of the access road on the side next to their  
21 division -- their development.

22 What we've noticed down here is, the City  
23 and the County seem to give permits to go ahead and  
24 build, and then once the subdivisions are built, low and  
25 behold, oh, we need roads. Oh, we need water. Oh, we



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1 need utilities. Oh, there are no schools there. And so  
2 now the schools -- the school boards have to go and pay  
3 inflated prices for the property in order to build a  
4 school to service the people in that subdivision. It  
5 seems like they need to have more advanced planning. If  
6 that's all done up front, then the school boards would  
7 have the property available at the initial cost and not  
8 have to pay it after everything's developed there.

9 And with the access roads, those would all  
10 be planned in so we wouldn't have a nightmare like we  
11 have on 281. Because it seems like it's a crying shame  
12 to have allowed all of that development and then all of  
13 it's dumped out onto 281. There really aren't any  
14 alternatives. And so, now, that's -- I think they need  
15 to do more advanced planning and restrictions of  
16 building until it fits into their plans for how they are  
17 going to service it access wise, utility wise.

18 Because we've had cases where subdivisions  
19 are built and Bexar Met and some of the water boards  
20 can't even give them water. That Tim -- I think it's  
21 Timberwood Park out there, for a long time they'd turn  
22 on their faucets and the water would dribble out of it.  
23 They didn't have water. Bexar Met couldn't supply it.  
24 Well, then, they shouldn't have built the houses out  
25 there if they couldn't provide them with the water. So



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1 that needs to be done up front.

2 And, I think, the City and the County need  
3 a master plan for, okay, development's going this way.  
4 We need to start now planning on all of the access, the  
5 utilities and everything like that. If we can't get it  
6 done and get it funded within a reasonable time, then  
7 hold off on development until such time as we can do  
8 that rather than after the fact like we had with 281.

9 Getting back to the current situation.  
10 We've seen this in Denver where they'll have park and  
11 rides and so people that live way out can go to a park  
12 and ride and then ride downtown. It seems like if they  
13 had some park and rides north of 1604, those people  
14 could be encouraged to ride either light rail or those  
15 buses, or some type of a rapid transit or mass transit  
16 right to downtown. And then if they did a study and  
17 find out, okay, where are the -- the job sites downtown,  
18 plan a shuttle route so you could get the people from  
19 the terminal over to wherever they work.

20 Now, in Colorado, what they've done is, to  
21 encourage people to ride, it's free parking at those  
22 park and rides. And they've even built multiple-story  
23 parking garages where they could park in the suburbs so  
24 then they can ride downtown. You're almost crazy to  
25 drive down -- to downtown Denver when you can ride the



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1 light rail or ride the mass transit. And so those  
2 things have worked. And I think they -- that might help  
3 with their short-term solution here.

4 But there hasn't been an alternative for  
5 the people that live out north on 281. We know some  
6 people that used to live out there, had some beautiful  
7 homes, but they've sold them and moved inside 1604  
8 because it took them too long to get to work and they  
9 were tired of putting up with the traffic.

10 So those are things that should be planned  
11 out ahead of time. And then -- and I know we've tried  
12 mass transit on the ballot initiatives in the past, over  
13 the last twenty years that we've been here, and it gets  
14 defeated. But I think they need to concentrate on --  
15 for example, if they had mass transit on 281, 35, I-10  
16 going downtown, Bandera Road, it could real -- and  
17 encouragement for people to ride the mass transit, it  
18 could solve a lot of their problems in the short term.  
19 And then with advanced planning, it could improve a lot  
20 of their problems -- avoid problems in the future.

21 But I'm with the Alamo Colleges, and I  
22 work with the school board members. And I've seen  
23 school boards where they have to pay inflated prices,  
24 and so then they have to pass large bond issues to build  
25 schools in these new areas just to buy the land, and



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1 then it's not always choice land. It's land that it's  
2 very expensive to build on. So that needs to be done up  
3 front. If you're going to build so many homes, what  
4 does it call for, for schools. Where's some buildable  
5 land that would be reasonable for the school systems  
6 (the school boards) to -- to build the new schools on  
7 that would be accessible to people in those areas. So  
8 the main thing is advanced planning.

9 If you look inside 1604 on 281 there  
10 doesn't seem to be a traffic problem. The traffic  
11 problem starts when the traffic starts getting outside  
12 1604, or if they're going to try to go onto 1604, and  
13 it's mainly because of those traffic lights. The main  
14 difference, and this is what I put down in there, is,  
15 inside 1604, 281 has overpasses. As soon as you get  
16 outside of 1604, you have traffic lights.

17 Why not do the same thing out there that  
18 they've done inside 1604 and you wouldn't have to have  
19 anymore lanes of traffic than you currently have inside  
20 1604? It seems that would be a lot faster even than  
21 trying to build some enormous ten-lane or twelve-lane  
22 highways out there. Build the six lanes with  
23 overpasses, and then the traffic like the Evans Road,  
24 Marshall Road, Borgfeld, they'd just go right under it,  
25 turn, and merge with traffic and away they go. But



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1 those traffic lights out there are terrible. That's the  
2 main cause of all of the traffic jams, which result in  
3 pollution, extended trips going to work, accidents,  
4 stalling.

5 (The Following Transcribed from Comment  
6 Card) One, there is no doubt about the need for 281  
7 improvements. Two, there is no problem on 281 North  
8 until you get to 1604. The main difference is that 281  
9 south of 1604 has overpasses at the major intersections.  
10 Why not do the same above 1604? This would not require  
11 anymore lanes than on the rest of 281.

12 Comment #187 MS. BEITZEL: (Mrs. Beitzel, 15403 Forest  
13 Mist, San Antonio, Texas 78232) He said it all.

14 Comment #188 MS. SARTOR: (Sudie Sartor, 505 El Portal,  
15 San Antonio, Texas 78232) I'm in favor of doing the  
16 original gas-taxed non-tolled plan. It can be started  
17 and finished sooner and cost much less. It's a smaller  
18 footprint, less invasive to the environment, ten lanes  
19 versus twenty lanes. And I'm against the CDAs, and  
20 private partnerships, and I'm against tolling existing  
21 Right of Way that we have already paid for. That's it.

22 \*\*\*\*\*

23 Comment #189 MR. PEARCE: (Fabian S. Pearce, 2019 Oak  
24 Vista, San Antonio, Texas 78232) Oh, I'd just like to  
25 say that out 281 they need overpasses is what they need.



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1 They don't need increased size or a new road or a toll  
2 road. They need to eliminate the "Stop" signs -- "Stop"  
3 lights and keep traffic flowing. It -- they don't  
4 need it in --

5 This deal that they have with this  
6 turnaround thing, I don't see where that's going to work  
7 at all. Because if you don't have overpasses you still  
8 have to stop. And then traffic has a memory and it's --  
9 you haven't gained anything. Instead of stopping five  
10 times, you stop two times and it -- the traffic still  
11 stops. It's just a waste of money in my opinion.

12 I'm just definitely against toll roads. I  
13 don't think they should have them. It's not right.  
14 It's definitely not right to charge the people, and then  
15 use that money on another part of the City as just a  
16 revenue gain. That's -- that's just not right.

17 I think it would -- it would hurt land  
18 values out that way and it would affect people that own  
19 property there. I mean, I think that -- and businesses.  
20 I think Ancira Winton is a -- is a good example of that  
21 with their -- with their Chrysler dealership. He got  
22 wind of that and he closed it down and he moved his  
23 Chrysler dealership somewhere else. Because if I was a  
24 car dealer, I know that if I'm going to buy a car I'm  
25 not going to go on a damned toll road to buy it.



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1 Comment #190 MR. PAVLOSKY: (John Pavlosky, 15903 Wind  
2 Kay, San Antonio, Texas 78232) My impression is, this  
3 should have been done 25 years ago. I mean, the horse  
4 is out of the barn. Everything's done. That is, all of  
5 the territory along the highway corridor there is  
6 consumed or spoken for in one way or another. So  
7 whatever they do now is really an afterthought having to  
8 deal with God knows how many different entities and --  
9 and other, you know, stakeholders. That's it.

10 \*\*\*\*\*

11 Comment #191 MR. FINGER: (Jack M. Finger, P.O. Box  
12 12048, San Antonio, Texas 78212) The whole reason we  
13 have this process, this -- tonight's Open House is  
14 because you want to find out what the public thinks  
15 about the -- how the environment will be impacted by  
16 this proposed highway project here.

17 Okay. Well, we -- where should I begin?  
18 You -- you had a -- you had a large series of displays  
19 to try and orient the public about why this -- their  
20 comments were requested, but only in a -- and the public  
21 received several packets and information sheets here,  
22 but only by -- and let me just underline it here --

23 Okay. But only if a person -- there's  
24 one, two, three, four, five, six, seven, eight, nine,  
25 ten -- only if a person read through the entire 20-page



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1 information sheet about the coordination plan (the draft  
2 coordination plan here) and looked -- searched for  
3 something that was buried in just one sentence on  
4 Page 3, the -- and quote, "In October 2008, FHWA decided  
5 to withdraw the FONSI, following TxDOT's announcement  
6 regarding irregularities in the procurement of the  
7 scientific services contract calling into question  
8 components of the environmental document." Only there  
9 does a person, with knowledge received earlier from the  
10 media, would they realize that this whole process is  
11 being forced by the agencies because the feds told them  
12 to do so.

13 Okay. And so I, as a citizen, wonder  
14 if -- if we -- if the agencies that were required to  
15 submit a true environmental impact study -- since those  
16 agencies are being allowed to do the same thing all over  
17 again, how can -- here's the money -- here's the money  
18 statement -- quote, "How can we trust anybody on this?  
19 How can we trust anybody?" It's a big question of  
20 trust.

21 Very fancy displays, but I've seen this --  
22 this show before here. That, plus other obvious --  
23 little obfuscations in this 20-page document. Only  
24 once -- in one sentence on Page 1 does it show that  
25 the -- the whole thing is planned as a six-lane tolled



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1 facility. That is the only place, in 20 pages, where  
2 the public has -- gets the realization that the whole  
3 thing is a toll road that they're planning on building.  
4 Yeah. A toll road.

5 And that would -- and that the -- and only  
6 if a person, like myself, who's been involved in the --  
7 in this issue for several years would know that the --  
8 the current lanes are going to be torn up, rebuilt as  
9 access roads along the -- the toll roads and with --  
10 with -- complete with "Stop" lights and other obstacles  
11 to fast travel -- best way I can describe it -- thereby  
12 making us (the public) demand toll roads against our  
13 will. That's how I see it.

14 I see other things. Little things like  
15 euphemistic titles like Transportation System  
16 Management, TSM, slash, Transportation Demand  
17 Management. I know that that means, just possibly, that  
18 private companies are going to manage this stuff. I  
19 find this very disturbing, this whole set up.

20 And then also the -- the fact that the  
21 whole thing is for -- to ask us what our opinion is on  
22 the environmental impact. Well, it's okay to have a few  
23 stations leading up to it, but you had six stations.  
24 The only -- only when you get to the fifth one do you  
25 get -- get to see the issues dealing with the



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1 environment.

2 Other stations I thought were needless,  
3 dealing with what you thought -- what I (the public)  
4 thought was good alternative modes of transportation  
5 along 281. I -- I thought that was -- questions like  
6 that are -- should be reserved for other kinds of forums  
7 and hearings.

8 So once -- once again, that -- that tells  
9 me that we (the public) are just being essentially  
10 bamboozled, B-A-M-B-O-O-Z-L-E-D. You can quote me on  
11 that.

12 So, I guess, my final statement comes in  
13 the form of a question. How can we trust these  
14 transportation agencies in view of all of these major  
15 defects that I have mentioned here?

16 That's what I have to say, for -- for the  
17 record, anyway.

18 (The Following Transcribed from Comment  
19 Card) The main reason for this meeting was to learn  
20 what the citizens think of the impact upon the  
21 environment. I can't believe the aquifer would not be  
22 affected by this massive toll road construction: This  
23 is our "drinking water" under there! And what was not  
24 told to us was the fact that overpasses instead would  
25 not affect the environment as badly; an initiative



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originally presented!

\* \* \* \* \*



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<b>A</b>	35:7	27:1 28:12	<b>AUGUST</b>	2:16 22:6
<b>able</b>	<b>agencies</b>	33:13,15,24	1:17	<b>Basswood</b>
9:25 17:21	36:11,14,16	35:2,12	<b>Authority</b>	11:22
20:21 23:8	38:14	40:22	1:7 22:12	<b>beautiful</b>
<b>above-men...</b>	<b>agency</b>	<b>Antonio's</b>	<b>available</b>	31:6
28:7	2:8	14:14	26:3 29:7	<b>beginning</b>
<b>absolutely</b>	<b>ago</b>	<b>anybody</b>	<b>average</b>	12:18
11:17 15:19	3:13 12:24	36:18,19	12:15	<b>behold</b>
23:16	35:3	<b>anymore</b>	<b>avoid</b>	28:25
<b>accept</b>	<b>agree</b>	20:2 32:19	13:9 31:20	<b>Beitzel</b>
18:11	25:15	33:11	<b>A.D</b>	28:11,11
<b>access</b>	<b>ahead</b>	<b>anyway</b>	40:16	33:12,12
3:5 10:10	2:25 3:2	4:7 38:17	<b>B</b>	<b>believe</b>
28:19,20	28:23 31:11	<b>aplus14@j...</b>		3:25 8:25
29:9,17	<b>air</b>	2:3	<b>Babbie</b>	10:16 11:2
30:4 37:9	2:20	<b>appears</b>	16:6	11:5 15:5,7
<b>accessible</b>	<b>Alamo</b>	12:22	<b>baby-sit</b>	20:12 27:1
32:7	1:7 31:21	<b>approved</b>	9:16	27:12 38:21
<b>accidents</b>	<b>allotted</b>	8:24 19:25	<b>baby-sitters</b>	<b>belong</b>
33:3	18:21 19:1	<b>approxima...</b>	10:4	7:6
<b>account</b>	<b>allow</b>	12:20	<b>back</b>	<b>Bend</b>
10:19	23:17	<b>aquifer</b>	3:13 6:22	25:1
<b>accountant</b>	<b>allowed</b>	2:25 12:4	8:24 18:14	<b>benefit</b>
11:23	29:12 36:16	26:15,20	22:18 23:17	9:9 21:13
<b>accurate</b>	<b>alternative</b>	38:21	24:4,6,7,14	<b>Bernas</b>
6:14 40:9	20:3 31:4	<b>Arabian</b>	30:9	13:25,25
<b>action</b>	38:4	6:5	<b>backed</b>	<b>best</b>
5:19 7:19	<b>alternatives</b>	<b>area</b>	4:20 23:18	8:22 21:16
<b>Adams</b>	19:16 29:14	7:23 9:14	<b>bad</b>	37:11
16:6	<b>Ancira</b>	10:23 13:1	21:23	<b>better</b>
<b>added</b>	34:20	13:5,11	<b>badly</b>	19:22 26:12
12:7	<b>animals</b>	19:5 20:20	38:25	27:19
<b>additional</b>	10:25	20:22 22:3	<b>bake</b>	<b>Bexar</b>
12:6	<b>announcement</b>	<b>areas</b>	22:19	21:2,4 27:9
<b>Adkisson</b>	36:5	14:20 19:21	<b>ballot</b>	29:19,23
7:5	<b>Antonio</b>	22:3 31:25	31:12	40:3
<b>Administr...</b>	1:15 2:15	32:7	<b>bamboozled</b>	<b>big</b>
24:5	3:10 4:1	<b>ashamed</b>	38:10	7:10 36:19
<b>advanced</b>	7:22 9:3	11:15	<b>Bandera</b>	<b>biggest</b>
29:5,15	11:14,23,24	<b>asked</b>	31:16	16:8
31:19 32:8	14:1,8,20	26:9	<b>Band-Aid</b>	<b>bill</b>
<b>affect</b>	15:1 18:17	<b>Aspen</b>	20:11	10:18
34:18 38:25	18:18,24	19:15	<b>bankrupt</b>	<b>billion</b>
<b>afford</b>	19:2,5,15	<b>assuming</b>	10:24	16:24
13:22 18:14	20:8 21:1,2	10:19	<b>barn</b>	<b>billions</b>
23:8	22:1,10,24	<b>attended</b>	35:4	11:6
<b>afterthought</b>	23:4,14	5:4,6	<b>basically</b>	<b>bills</b>
	25:1,24			



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4:25	<b>builders</b>	<b>car</b>	13:14	19:14 20:25
<b>bit</b>	12:25 13:4	34:24,24	<b>choice</b>	27:4,15,23
3:23	<b>building</b>	<b>Card</b>	10:9 32:1	33:5 38:18
<b>blocked</b>	12:4 21:22	2:1 14:7	<b>Chrysler</b>	<b>comments</b>
23:24	21:23,25	19:14 27:15	34:21,23	1:11 3:7
<b>Bluff</b>	23:9 29:16	27:23 33:6	<b>CHURCH</b>	35:20
12:12	37:3	38:19	1:13	<b>commercial</b>
<b>board</b>	<b>buildings</b>	<b>care</b>	<b>Circle</b>	2:24
31:22	7:11	3:3 9:17	14:16 15:17	<b>Commission</b>
<b>boards</b>	<b>built</b>	<b>cases</b>	16:1	4:17
29:2,6,19	3:1 20:10	29:18	<b>citizen</b>	<b>common</b>
31:23 32:6	25:3 27:21	<b>cash</b>	36:13	10:11
<b>bond</b>	28:24 29:19	14:14	<b>citizens</b>	<b>commute</b>
31:24	29:24 30:22	<b>CATHOLIC</b>	10:12 25:19	15:13
<b>Borel</b>	<b>Bulverde</b>	1:13	38:20	<b>companies</b>
23:13,13	2:16 14:17	<b>Cathy</b>	<b>City</b>	37:18
<b>Borgfeld</b>	14:25 15:18	12:11	12:24 20:25	<b>complaint</b>
16:11 27:20	16:2,7	<b>caught</b>	22:16 28:22	3:11
28:2 32:24	<b>bumper</b>	17:16,17	30:2 34:15	<b>complete</b>
<b>bottleneck</b>	4:12,12	<b>cause</b>	<b>clean</b>	37:10
16:12,13	<b>buried</b>	6:19 16:12	9:16 10:3	<b>completely</b>
<b>Box</b>	36:3	33:2	<b>clearance</b>	17:15
2:2 35:11	<b>buses</b>	<b>CDAs</b>	24:1	<b>components</b>
<b>Branch</b>	30:15	33:19	<b>clearly</b>	36:8
27:16,24	<b>business</b>	<b>CDMAS</b>	26:3	<b>comprehen...</b>
<b>Bray</b>	4:18 19:19	19:9	<b>closed</b>	27:11
14:16,16	<b>businesses</b>	<b>Cece</b>	34:22	<b>computer-...</b>
<b>Brechtel</b>	34:19	11:13	<b>collect</b>	40:10
6:1	<b>buy</b>	<b>Celeste</b>	10:17,20	<b>concentrate</b>
<b>brought</b>	31:25 34:24	2:1	<b>Colleges</b>	31:14
12:25	34:25	<b>CERTIFICA...</b>	31:21	<b>concentra...</b>
<b>Bryon</b>	<b>B-A-M-B-O...</b>	40:1	<b>Colorado</b>	5:24
26:25	38:10	<b>Certified</b>	28:14 30:20	<b>concept</b>
<b>build</b>		40:6	<b>Comal</b>	21:18
6:9 11:16,18	<b>C</b>	<b>certify</b>	16:4	<b>concern</b>
12:25 16:22	<b>California</b>	40:8,11	<b>come</b>	26:22
16:23 18:4	28:14	<b>change</b>	8:4,9 9:4,16	<b>concerned</b>
18:4,5	<b>call</b>	13:8	10:1,3,9	17:13 24:19
22:12,18	8:15 32:4	<b>charge</b>	12:7 14:24	26:1,2,13
25:13,21	<b>called</b>	8:6 34:14	28:14	<b>concerns</b>
27:20,25	5:2	<b>charging</b>	<b>comes</b>	26:19
28:17,24	<b>calling</b>	13:3	5:2 22:15	<b>concrete</b>
29:3 31:24	36:7	<b>cheaper</b>	38:12	11:1,1
32:2,3,6,21	<b>Candelario</b>	11:7 14:13	<b>coming</b>	<b>congestion</b>
32:22	12:11,11	<b>cheating</b>	7:11	7:23 25:5,8
<b>buildable</b>	<b>Canyon</b>	17:16,16	<b>comment</b>	<b>consider</b>
32:4	12:12	<b>child</b>	2:1 14:7	26:9



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considerably 24:14	11:5,6 16:16 16:23 17:7	2:17 3:5 12:19 21:9	28:16	dollars 8:3 14:11
considering 13:20	17:8 20:1 29:7 33:17	25:12,17 40:15	development 2:24 28:21	27:12
consortium 6:4	county 16:4 21:1,2	deal 34:5 35:8	developments 27:11	Don 23:3,4
construct 27:17	21:2,4 22:17 27:10	dealer 34:24	developme... 30:3	Donald 16:1
construction 2:9 20:14,15	28:23 30:2 40:3	dealership 34:21,23	Dicie 40:6,20	Donaldson 25:24
21:10,15	couples 9:11	dealing 37:25 38:3	difference 32:14 33:8	Dossey 11:22,22
22:2 24:12	COURT 40:1	decided 36:4	different 7:3 35:8	double-deck 16:3
24:13,15	Cove 22:10	deciding 19:4	direction 13:8	doubt 33:6
28:6 38:22	cover 15:5	decisions 22:20	directly 40:13	downtown 15:1 20:19
consumed 35:6	covered 23:21	defeated 31:14	disappeared 3:14	20:20,22
continue 3:6 8:17	cow 14:14	defects 38:15	disappears 3:16	30:12,16,17
12:7	crazy 30:24	definitely 34:12,14	disbanded 27:13	30:24,25
continued 2:23	create 20:4	delay 25:4,4	discussions 2:6	31:16
contract 36:7	crowded 10:10	delays 25:4	disgust 5:7	draft 36:1
contractor 6:3,9 7:17	crying 29:11	demand 37:12,16	disgusted 6:25 7:2	dribble 29:22
contributing 26:15	Crystal 22:9	Denver 30:10,25	disgusts 3:22	drinking 38:23
Converse 2:2	CSR 40:20	Department 2:7	displays 5:16 35:18	drive 2:15 11:23
convince 17:9 24:21	current 30:9 37:8	Deposition 40:21	36:21	14:17,19,20
cook 9:16	currently 32:19	describe 37:11	disturbing 37:19	15:18,22
cooperative 7:7		descriptive 15:21	division 28:21	16:2 21:8,9
coordination 36:1,2	D	desperately 25:14	Dixon 22:23,23	21:14 22:24
corner 2:16	damned 34:25	detrimental 23:7	23:3,3,5	23:4 27:16
corridor 25:2,10,12	Date 40:20	developed 29:8	document 36:8,23	27:24 30:25
25:17 35:5	David 7:5	developer 33:15	doing 14:14 23:15	driven 15:1
corrupt 4:16 17:15	day			driving 2:17 21:7,12
corrupted 23:22,24				Duane 2:14
cost				due 4:20
				dumped 29:13
				E



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<b>E</b>	25:12 30:21	32:23	17:14	<b>fear</b>
27:15	<b>encouraged</b>	<b>everybody</b>	<b>extra</b>	18:24,25
<b>earlier</b>	30:14	9:12,14 10:6	13:4	<b>federal</b>
36:9	<b>encourage...</b>	17:12 20:20	<b>extremely</b>	2:6 5:18
<b>early</b>	31:17	<b>everything's</b>	11:15	24:5
8:24	<b>endangered</b>	9:21 29:8	<b>Eytcheson</b>	<b>feds</b>
<b>easier</b>	26:17	35:4	40:6,20	36:11
17:6	<b>enormous</b>	<b>ex</b>		<b>fee</b>
<b>eastbound</b>	32:21	19:16	<b>F</b>	13:4,4
4:10	<b>Enrique</b>	<b>example</b>	<b>Fabian</b>	<b>feed</b>
<b>economy</b>	25:23	31:15 34:20	33:23	4:6 7:12
13:21	<b>entire</b>	<b>exchanges</b>	<b>faces</b>	<b>feel</b>
<b>Edwards</b>	35:25	2:10	5:8	8:6,25 11:20
26:15,20	<b>entities</b>	<b>existing</b>	<b>facility</b>	14:18,21
<b>efforts</b>	19:20 35:8	33:20	37:1	27:6
24:20	<b>environment</b>	<b>exorbitant</b>	<b>fact</b>	<b>FHWA</b>
<b>eight</b>	33:18 35:15	6:13,23	23:24 24:2	36:4
35:24	38:1,21,25	<b>expand</b>	30:8 37:20	<b>fifth</b>
<b>EIS</b>	<b>environme...</b>	2:21	38:24	37:24
18:1,2,10	1:10 12:3	<b>expanded</b>	<b>factor</b>	<b>fifty</b>
19:18 23:15	15:5 17:21	2:12 22:13	19:4	5:4 6:8 9:5
24:2 27:1,7	26:1 36:8	<b>expansion</b>	<b>fall</b>	<b>final</b>
<b>either</b>	36:15 37:22	23:5,11	24:4,6	38:12
3:14 8:18	<b>environme...</b>	<b>expansions</b>	<b>family</b>	<b>financing</b>
10:24 30:14	25:15,16	16:15 17:5	15:13 19:4	22:21
<b>El</b>	<b>EPA</b>	18:5	25:7	<b>find</b>
28:2 33:14	24:5	<b>expedient</b>	<b>fancy</b>	4:18 30:17
<b>elderly</b>	<b>equitable</b>	22:25	5:16 36:21	35:14 37:19
9:17 21:13	21:16,21	<b>expensive</b>	<b>far</b>	<b>Finger</b>
<b>elected</b>	22:5	5:16 9:14	4:18 5:6	35:11,11
2:3	<b>ES</b>	12:21 18:3	17:13 22:17	<b>finished</b>
<b>electric</b>	17:25	18:13 32:2	24:18	33:17
6:19	<b>especially</b>	<b>experiencing</b>	<b>fare</b>	<b>Firm</b>
<b>eliminate</b>	7:24 21:13	22:2	6:13,23	40:21
34:2	<b>Esquire</b>	<b>Expiration</b>	<b>fast</b>	<b>firms</b>
<b>Elliott</b>	40:21	40:20	17:24 37:11	24:19
11:13,13	<b>essentially</b>	<b>explain</b>	<b>faster</b>	<b>first</b>
<b>employee</b>	38:9	26:3	14:5 17:6	4:9 8:1
9:22 40:12	<b>Estate</b>	<b>expressway</b>	32:20	11:10,14
<b>employees</b>	2:14	20:13	<b>faucets</b>	<b>fit</b>
2:5	<b>etcetera</b>	<b>extend</b>	29:22	6:12
<b>empty</b>	19:17	20:14	<b>favor</b>	<b>fits</b>
9:9	<b>euphemistic</b>	<b>extended</b>	12:5 33:15	29:16
<b>Encino</b>	37:15	33:3	<b>Fawn</b>	<b>five</b>
14:8 20:8	<b>Evans</b>	<b>extending</b>	18:16,18	3:13 5:18
21:8 28:2	7:24 8:13,16	20:12	<b>Fax</b>	34:9 35:24
<b>encourage</b>	8:21 28:2	<b>extension</b>	40:23	<b>fix</b>



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12:22,24 <b>fixed</b> 3:12 15:2,3 15:3 <b>fixing</b> 12:14 <b>flop</b> 11:1 <b>flow</b> 19:22 <b>flowing</b> 34:3 <b>following</b> 25:2 33:5 36:5 38:18 <b>FONSI</b> 36:5 <b>footprint</b> 33:18 <b>forced</b> 36:11 <b>forces</b> 4:1 <b>foreign</b> 6:3,9 18:25 <b>Forest</b> 28:12 33:12 <b>forever</b> 12:8 <b>forgot</b> 3:17 <b>form</b> 38:13 <b>forth</b> 18:14 27:4 <b>forums</b> 38:6 <b>forward</b> 24:3 <b>found</b> 6:5 <b>four</b> 4:11 12:20 15:12 35:24 <b>fraudulent</b> 23:25 <b>free</b>	2:12 8:1 16:18,18 19:11 30:21 <b>freeway</b> 17:5 23:6,7 25:13 28:7 <b>freeways</b> 8:1,2 16:15 <b>Frerich</b> 27:15,16,23 27:24 <b>friend</b> 7:6 <b>front</b> 29:6 30:1 32:3 <b>full</b> 6:18 24:2 <b>fund</b> 13:4 24:20 <b>funded</b> 30:6 <b>funding</b> 2:5 11:10 22:15 27:12 <b>further</b> 40:11 <b>future</b> 13:3,5 31:20  <b>G</b> <b>gain</b> 34:16 <b>gained</b> 34:9 <b>garages</b> 30:23 <b>gardeners</b> 9:15 <b>Gareth</b> 28:11 <b>gas</b> 10:7 16:18 27:12 <b>gasoline</b> 4:25 12:21 21:3,4,15	22:4 <b>gas-taxed</b> 33:16 <b>gas-tax-f...</b> 27:6 <b>Gate</b> 2:15 <b>gbeitzel@...</b> 28:13 <b>getting</b> 5:12,12 13:22 30:9 32:11 <b>give</b> 6:8,13 11:16 28:23 29:20 <b>go</b> 2:19,25 3:2 3:6 6:20 8:11,12,13 9:21 12:18 12:20 13:16 18:14 20:13 21:9 23:1 24:2,11 28:23 29:2 30:11 32:12 32:24,25 34:25 <b>God</b> 35:8 <b>goes</b> 6:20 <b>going</b> 3:4 5:23 6:10 8:17 8:20 9:20 9:21 10:1,5 10:7,11 11:5,5,6,9 13:11 14:3 14:4 16:10 16:12,16,17 16:17,21,22 17:8,21 18:2,3 20:15,18 22:19,20	24:3,17 26:8,9 28:16 29:17 30:3 31:16 32:3,12 33:3 34:6 34:24,25 37:8,18 <b>good</b> 13:15,21 20:19 34:20 38:4 <b>government</b> 2:6 3:15,15 5:19 6:5 <b>Governor</b> 14:13 <b>greater</b> 14:10 20:19 20:21 21:10 <b>green</b> 28:18 <b>Gregory</b> 19:14,14 <b>group</b> 6:6 23:8 <b>grown</b> 4:15 <b>growth</b> 22:2 <b>guess</b> 38:12  <b>H</b> <b>half</b> 8:13 13:15 <b>HAND</b> 40:15 <b>handle</b> 27:18 <b>happen</b> 9:17 18:22 25:20,20 26:8 <b>happened</b> 14:25 <b>happens</b>	9:18 15:2 <b>hard</b> 10:5 <b>hear</b> 6:2 7:18 <b>heard</b> 5:17 <b>hearing</b> 7:24 <b>hearings</b> 38:7 <b>heart</b> 8:6 <b>help</b> 10:11 31:2 <b>Helwig</b> 7:21,21,22 <b>hereto</b> 40:12 <b>high</b> 9:21 <b>highway</b> 2:11,12 3:21 3:23 4:10 5:11 6:3 15:23 20:13 22:13,25 23:19 24:5 24:8,12 35:5,16 <b>highways</b> 4:14,14,19 4:22 5:22 6:7 7:1 32:22 <b>Hill</b> 23:13 <b>hire</b> 9:15 <b>hit</b> 13:13 <b>hold</b> 30:7 <b>holding</b> 14:23 <b>home</b> 14:5 15:13
---	--	---	--	---



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15:22,22 homeowner 25:11 homes 31:7 32:3 Honey 3:9 hope 3:2 hoping 4:16 horse 35:3 Hospital 3:19 hour 12:15,16 13:15 hours 15:12 house 1:8 13:11 35:13 houses 9:16 10:3 29:24 Houston 9:6 10:10,15 hundreds 7:11 hurry 25:13 hurt 34:17	1:10 2:24 26:4,19,20 36:15 37:22 38:20 impacted 35:15 impacts 26:1 implemented 19:3 important 25:18 impression 35:2 improve 13:6 19:22 25:9,19 31:19 improved 27:18 improvement 28:20 improvements 13:5,18 15:4 19:1 33:7 included 23:19,23 income 23:8 inconveni... 14:3 increased 25:5 34:1 indirectly 40:13 inflated 29:3 31:23 influenced 22:20 information 26:2,14,17 35:21 36:1 infrastru... 3:25 initial 29:7 initiative	38:25 initiatives 31:12 injured 28:6 inside 31:7 32:9,15 32:18,19 install 27:5 intelligent 16:9 interchange 5:25 7:15 17:22 18:6 interested 40:13 Internet 10:14 11:4 intersect... 33:9 interstate 20:12 invasive 33:18 involved 25:25 37:6 Involvement 2:5 irregular... 36:6 issue 15:7 37:7 issues 31:24 37:25 I-10 31:15	job 30:17 John 24:25 35:1 Juen 26:25,25 jurisdiction 19:20	L L 28:11 lack 5:10,21,22 Lake 12:12,12 land 8:5 10:25 31:25 32:1 32:1,5 34:17 lane 4:10,11 8:20 lanes 2:10,22 4:11 8:11,14,19 8:19 12:6 16:11,19,19 23:20,21 24:8 27:25 28:1,8,8 32:19,22 33:11,18,19 37:8 Laredo 10:23,23 large 31:24 35:18 lawn 9:15 10:2 lawsuit 23:23 lay 26:7 leadership 5:7,10,11,21 5:23 7:2 leading 37:23 learn 38:19 leave 8:18 13:11 Lee 40:6,20 left
I idea 19:24 ideas 13:2 IH-10 15:3 40:22 illegal 23:25 illegally 2:4 impact		J Jack 35:11 jails 3:19 jams 33:2 Janette 22:23	K Karen 13:25 Kay 35:2 keep 4:4 12:4 27:21 34:3 Ken 22:9 kind 7:9 12:22 kinds 5:16 7:18 38:6 know 5:4 8:1,14 8:14,15 9:9 9:15,23 10:2,3,8,15 10:17 11:9 15:3,4,8,9 15:14,15,19 16:9,9 17:24 18:5 19:7 20:11 20:21 21:3 21:5,12,13 21:20 22:3 22:17 25:14 25:24 26:8 26:18 31:5 31:11 34:24 35:9 37:7 37:17 knowledge 36:9 knows 35:8	



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8:16,19 19:24 <b>legislators</b> 7:8 <b>Leibowitz</b> 7:5 <b>Leon</b> 21:22 <b>Let's</b> 28:7 <b>life</b> 25:6,19 <b>light</b> 6:20 8:16,16 20:17 30:14 31:1 <b>lights</b> 5:2 6:19 19:18 32:13 32:16 33:1 34:3 37:10 <b>little</b> 3:23 22:14 36:23 37:14 <b>live</b> 2:15 7:23 9:12 14:9 18:18 25:1 30:11 31:5 31:6 <b>lived</b> 5:5,5 14:25 <b>lives</b> 13:9 18:12 25:11 28:5 <b>loans</b> 22:16,18 <b>location</b> 2:20 4:20 <b>Locust</b> 3:10 <b>Lois</b> 19:14 <b>long</b> 4:7 7:15,15 16:17 29:21 31:8	<b>longer</b> 18:3 <b>long-term</b> 20:11 <b>look</b> 20:16 23:16 32:9 <b>looked</b> 6:4 36:2 <b>looking</b> 14:13 <b>looks</b> 26:11 <b>loop</b> 2:10,10 17:22 20:8 <b>lost</b> 28:5 <b>lot</b> 2:20 5:15 9:19 11:7 14:3 21:7 21:10,14,23 21:25 22:2 22:3 25:14 31:18,19 32:20 <b>lots</b> 3:19 5:19 26:16 <b>low</b> 28:24 <b>lower</b> 23:8  <b>M</b> <b>M</b> 35:11 <b>main</b> 32:8,13 33:2 33:8 38:19 <b>maintenance</b> 9:15 19:12 <b>major</b> 19:4 33:9 38:14 <b>making</b>	21:18 37:12 <b>manage</b> 37:18 <b>Management</b> 37:16,17 <b>maps</b> 26:6,14 <b>Margret</b> 20:7 <b>MARK'S</b> 1:13 <b>Marshall</b> 32:24 <b>mass</b> 20:17,17,19 20:22,22 30:15 31:1 31:12,15,17 <b>massive</b> 38:22 <b>master</b> 30:3 <b>mayor</b> 4:2,2 <b>McGuire</b> 14:7,8 <b>mean</b> 7:16 9:11 10:2 21:2 34:19 35:3 <b>means</b> 9:14 24:9 37:17 <b>media</b> 36:10 <b>meeting</b> 27:7 38:19 <b>meetings</b> 5:5,6 7:10 14:24 17:9 17:11 <b>Mel</b> 23:13 <b>members</b> 31:22 <b>memory</b> 34:8	<b>mention</b> 9:10 10:7 <b>mentioned</b> 26:22 38:15 <b>mercy</b> 6:10 <b>merge</b> 32:25 <b>Merris</b> 2:1,2 <b>Mesa</b> 7:21 <b>met</b> 5:8 29:19,23 <b>metropolitan</b> 19:5 <b>mfrerich@...</b> 27:25 <b>middle</b> 17:3 <b>Migl</b> 16:6,6 <b>Mike</b> 3:9 <b>miles</b> 2:19 4:12 12:15,20 13:16 16:11 17:2 <b>milking</b> 14:14 <b>million</b> 2:9 11:7 12:1,2 16:24 20:2 <b>minimum</b> 9:20 <b>minutes</b> 2:19 12:19 13:8 <b>Mist</b> 28:12 33:13 <b>Mobility</b> 1:7 2:7,8 22:12 <b>mockery</b> 24:22	<b>modes</b> 38:4 <b>money</b> 3:13,15,16 3:20 4:21 4:23 9:1,19 10:1,12,21 11:8,15,25 12:13,23 13:3,22 15:7 16:8 16:16 17:7 17:8 18:21 18:22 19:1 19:12,25 20:3 21:23 24:20,20,20 27:8,19 28:3 34:11 34:15 36:17 36:17 <b>Monroe</b> 27:23 <b>months</b> 16:22 20:1 <b>morn</b> 13:12 <b>morning</b> 13:10,13 15:12 <b>Morningside</b> 22:24 23:3 <b>mother</b> 15:11 <b>motive</b> 12:23 <b>move</b> 4:1,5 19:5 24:3 <b>moved</b> 31:7 34:22 <b>moving</b> 3:24 4:3,7 <b>MPO</b> 7:6 <b>multiple-...</b> 30:22 <b>Muslim</b>
---	--	--	--	--



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6:6 <b>Mynda</b> 14:7	<b>non-tolled</b> 3:4 22:25 23:6,10 33:16	28:25,25,25 29:1 33:24	<b>ought</b> 12:3	30:10,11,13 30:22,23
<b>N</b>	<b>normal</b> 10:11	<b>okay</b> 14:1 15:18 16:17 17:17 18:17 19:5 19:7,9,12 20:8 23:4 23:14 25:1 25:24 30:3 30:17 35:17 35:23 36:13 37:22	<b>outcome</b> 40:13	<b>parking</b> 3:18 30:21 30:23
<b>name</b> 18:17 23:4	<b>north</b> 1:9 2:10 8:12,13,17 8:19 9:10 18:7 20:14 20:15 27:2 28:8 30:13 31:5 33:7	<b>once</b> 27:3 28:24 36:24 38:8 38:8	<b>outside</b> 32:11,16	<b>part</b> 5:11 7:8 19:19 21:20 34:15
<b>named</b> 6:3	<b>northbound</b> 28:1	<b>Open</b> 1:8 35:13	<b>overpass</b> 8:23,24 23:19 27:20	<b>parties</b> 40:12
<b>need</b> 9:19 13:2,18 13:19 17:12 19:17 20:11 20:16 25:14 27:21 28:25 28:25 29:1 29:5,14 30:2,4 31:14 33:6 33:25,25 34:1,2,4	<b>noted</b> 14:17	<b>operate</b> 6:9	<b>overpasses</b> 4:22,23 11:6 12:2,7 13:20 14:9 14:12 15:21 16:15 17:6 18:4,22 20:1 21:22 22:13,25 23:11 27:17 28:1,7,8 32:15,23 33:9,25 34:7 38:24	<b>partnerships</b> 27:10 33:20
<b>needless</b> 38:2	<b>nothing's</b> 14:25	<b>opinion</b> 2:25 17:19 34:11 37:21	<b>owned</b> 6:5,11	<b>parts</b> 22:1
<b>needs</b> 2:18 20:9 30:1 32:2	<b>noticed</b> 9:8 28:14,15 28:22	<b>opportuni...</b> 20:18	<b>ownership</b> 18:25	<b>pass</b> 31:24
<b>NEPA</b> 23:17	<b>number</b> 19:6	<b>opposed</b> 15:19 16:19 16:24 18:19	<b>owns</b> 10:16	<b>Pat</b> 11:22
<b>net</b> 20:19	<b>Oak</b> 7:23 14:16 15:18 16:2 18:17,18 28:2 33:23	<b>option</b> 13:19 14:9	<b>owning</b> 18:25	<b>Pauline</b> 27:15
<b>never</b> 9:7 18:23 19:2	<b>Oakland</b> 24:25	<b>order</b> 9:12 29:3	<b>pay</b> 4:25,25 6:12 6:23,24 9:5 9:8,20,22 9:23,24,25 10:8,12 13:23 14:19 14:20 21:5 21:10,14,16 22:17 23:9 28:19 29:2 29:8 31:23	<b>paved</b> 3:18
<b>new</b> 2:9 8:10 22:1 28:17 31:25 32:6 34:1	<b>OAKS</b> 1:14	<b>organization</b> 2:8 4:16 5:2 19:8	<b>P</b>	<b>Pavlosky</b> 35:1,1
<b>night</b> 15:13	<b>obfuscations</b> 36:23	<b>organizat...</b> 20:3	<b>packets</b> 35:21	<b>paying</b> 3:25 20:25 21:20 22:6
<b>nightmare</b> 29:10	<b>obstacles</b> 37:10	<b>orient</b> 35:19	<b>Page</b> 36:4,24	<b>pays</b> 4:24
<b>nine</b> 35:24	<b>obvious</b> 36:22	<b>original</b> 12:1,5 23:19 23:22 24:7 24:15 27:6 33:16	<b>pages</b> 37:1	<b>Peak</b> 4:2
<b>ninety</b> 27:5	<b>October</b> 36:4	<b>originally</b> 10:21 22:13 39:1	<b>paid</b> 2:4 8:2 10:18 11:17 13:20 20:4 33:21	<b>Pearce</b> 33:23,23
<b>nonsense</b> 11:19	<b>officials</b> 2:3		<b>park</b> 21:8 29:21	<b>penalized</b> 14:21
	<b>oh</b>			
	<b>O</b>			



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<b>penny</b> 11:18	16:14, 18, 20 23:19, 21, 23	26:19	<b>promised</b> 6:15 14:12	<b>quality</b> 25:6, 19
<b>people</b> 3:5, 24 4:1, 5 4:25 6:8, 16 6:21 7:3, 7 7:11 8:4 9:3, 4, 11, 11 9:16, 18, 25 10:3, 11, 16 10:18, 20 13:1, 7 14:3 14:4 16:9 16:10, 16 21:5, 7, 9, 11 21:14, 19 22:5 24:21 26:7 29:4 30:11, 13, 18 30:21 31:5 31:6, 17 32:7 34:14 34:18	24:16 27:6 28:17, 18, 19 30:3, 18 33:16 36:1 36:2 <b>planned</b> 8:23 20:15 22:13 29:10 31:10 36:25 <b>planning</b> 2:7 29:5, 15 30:4 31:19 32:8 37:3 <b>plans</b> 20:3 29:16 <b>Please</b> 25:13, 21 <b>pleasure</b> 2:17 <b>plus</b> 24:14 36:22 <b>pockets</b> 13:23 <b>point</b> 12:8 26:8 <b>politicians</b> 9:2 <b>polluting</b> 2:20 <b>pollution</b> 33:3 <b>population</b> 4:15 <b>Portal</b> 33:14 <b>portion</b> 18:20 21:10 21:20 <b>possible</b> 3:1 20:10 40:9 <b>possibly</b> 2:21 13:3, 15 37:17 <b>potential</b>	24:19 <b>preferred</b> 23:1 <b>present</b> 5:13 27:18 <b>presented</b> 39:1 <b>presently</b> 3:6 <b>pretty</b> 9:9, 13 <b>prices</b> 6:11 29:3 31:23 <b>principally</b> 25:25 <b>prisons</b> 3:19 <b>private</b> 33:20 37:18 <b>privately</b> 6:10 <b>probably</b> 16:23 21:1 <b>problem</b> 5:17 19:20 32:10, 11 33:7 <b>problems</b> 31:18, 20, 20 <b>process</b> 23:15 24:2 24:11, 11, 17 25:2 27:1, 3 35:13 36:10 <b>procurement</b> 36:6 <b>professional</b> 16:10 <b>project</b> 3:3 23:18, 18 25:3 26:2 26:10 35:16 <b>projects</b> 26:4, 7, 16	27:20 <b>promises</b> 7:18 14:24 <b>propaganda</b> 7:12 <b>property</b> 29:3, 7 34:19 <b>proposal</b> 24:8 <b>proposed</b> 23:15, 20 35:16 <b>proud</b> 7:7 <b>provide</b> 29:25 <b>public</b> 1:11 2:4 6:12 17:11 19:11 24:20 27:4, 7 35:14, 19, 20 37:2, 12 38:3, 9 <b>public/pr...</b> 27:10 <b>pulled</b> 24:1 <b>push</b> 18:8 <b>put</b> 3:16, 17 4:17 15:20 16:10 16:15 17:2 17:5, 5 19:6 32:14 <b>putting</b> 16:24, 25 31:9 <b>P.M</b> 1:18, 18 <b>P.O</b> 2:2 35:11	26:19, 20 <b>quarter</b> 13:12, 12 <b>question</b> 15:10 36:7 36:19 38:13 <b>questions</b> 38:5 <b>quickly</b> 24:10 <b>quote</b> 36:4, 18 38:10 <hr/> <b>R</b> <hr/> <b>rail</b> 30:14 31:1 <b>raise</b> 6:11 13:3 <b>raises</b> 13:22 <b>rapid</b> 30:15 <b>read</b> 7:11 10:14 11:4 35:25 <b>ready</b> 25:20 <b>real</b> 31:16 <b>realization</b> 37:2 <b>realize</b> 36:10 <b>really</b> 17:18 19:10 20:19 26:3 26:21 29:13 35:7 <b>reason</b> 3:11 4:23 17:23, 25 18:10 35:12 38:19 <b>reasonable</b>
<b>percent</b> 27:5 <b>Perez</b> 24:25, 25 <b>permits</b> 12:25 13:4 28:23 <b>Perry</b> 14:13 <b>person</b> 35:23, 25 36:9 37:6 <b>perspective</b> 2:18 <b>Phelps</b> 22:9, 9 <b>phone</b> 19:6 40:23 <b>place</b> 3:11 11:10 37:1 <b>plain</b> 4:13 <b>plan</b> 12:1, 5 16:14			<hr/> <b>Q</b> <hr/>	



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30:6 32:5	<b>requirement</b>	2:16 3:12	37:9,9,12	23:18 24:7
<b>reasons</b>	24:6 28:16	6:9,16,16	<b>Ronda</b>	24:14
12:4 15:9	<b>requirements</b>	6:16,17,18	15:17	<b>scaling</b>
<b>rebuilt</b>	23:17	6:21,21,24	<b>Rosalinda</b>	23:17
37:8	<b>reserved</b>	9:24 10:23	7:21,22	<b>school</b>
<b>received</b>	38:6	11:7 12:3	<b>route</b>	29:2,4,6
35:21 36:9	<b>resolve</b>	12:14 13:5	3:12 5:24,24	31:22,23
<b>recharge</b>	19:21	13:6,23	7:1,14 23:1	32:5,6
12:5 26:14	<b>responsib...</b>	14:19,21	30:18	<b>schools</b>
<b>recommended</b>	3:24	15:12 16:6	<b>Royale</b>	28:18 29:1,2
19:16	<b>rest</b>	16:11 18:6	14:8	31:25 32:4
<b>record</b>	33:11	21:5,6,19	<b>rush</b>	32:6
38:17 40:9	<b>restrictions</b>	21:21,24,24	12:15	<b>scientific</b>
<b>red</b>	29:15	21:25 23:10	<b>S</b>	36:7
5:1 6:20	<b>result</b>	23:21,23		<b>scope</b>
<b>reduced</b>	33:2	24:3 27:2	<b>S</b>	26:7
25:7	<b>revenue</b>	27:20 28:2	33:23	<b>scowls</b>
<b>red-handed</b>	34:16	28:20 31:16	<b>Sabinal</b>	5:8
17:16	<b>ride</b>	32:23,24	14:1	<b>Sea</b>
<b>regarding</b>	30:12,12,14	34:1,2,25	<b>sales</b>	22:3
36:6	30:21,24,25	37:3,4	22:19	<b>searched</b>
<b>Regional</b>	31:1,17	38:22	<b>San</b>	36:2
1:7 2:8	<b>rides</b>	<b>roadblocks</b>	1:15 2:15	<b>see</b>
22:12	30:11,13,22	20:4	3:10 4:1	5:15 6:11
<b>Registration</b>	<b>Ridge</b>	<b>roads</b>	7:22 9:3	7:10,17,18
40:21	7:22 11:13	3:5 7:25,25	11:14,23,24	9:9 10:11
<b>regular</b>	19:15	8:3,4,5 9:4	14:1,8,14	26:6,7,11
15:23	<b>ridiculous</b>	9:7,8,10,21	14:20 15:1	27:17 34:6
<b>Relations</b>	4:13 17:18	10:10,13,17	18:17,18,23	37:13,14,25
2:4	19:17,23	10:19 11:2	19:2,5,15	<b>seen</b>
<b>relative</b>	<b>right</b>	11:5,16,17	20:8 21:1,2	25:3 30:10
5:22 26:16	6:14,22 8:7	12:22,24	22:1,10,24	31:22 36:21
40:12	8:15,19	13:19 14:12	23:4,14	<b>sell</b>
<b>repair</b>	17:3 19:24	14:18 15:10	25:1,24	6:3
4:21	19:24 20:20	15:19,20	27:1 28:12	<b>sentence</b>
<b>Reporter</b>	22:10 23:16	16:3,25,25	33:13,15,24	36:3,24
40:1,7	24:12 30:16	17:3,10	35:2,12	<b>September</b>
<b>represent</b>	32:24 33:21	18:8,11,12	40:22	40:16
7:3	34:13,14,16	18:13,19,21	<b>Sartor</b>	<b>series</b>
<b>represent...</b>	<b>Rio</b>	18:23,24	33:14,14	35:18
7:9	13:25	19:2,3,10	<b>Saudi</b>	<b>service</b>
<b>requested</b>	<b>RMA</b>	19:11 21:11	6:5	10:2 29:4,17
35:20	5:3,7 14:14	21:15,17	<b>saw</b>	<b>services</b>
<b>require</b>	17:13 20:4	22:1,6,6,11	26:21	36:7 40:21
33:10	22:14 23:15	22:18 27:9	<b>says</b>	<b>session</b>
<b>required</b>	25:12 27:13	27:12,18	12:15,17	40:14
36:14	<b>road</b>	28:19,25	17:12	<b>set</b>
		29:9 34:12	<b>scale</b>	



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37:19	30:9	Spain	statement	stuff
seven	six	9:4 11:8	1:10 36:18	37:18
5:18 7:13	7:13 23:20	Spanish	38:12	stupid
35:24	32:22 35:24	6:4	states	16:13 17:1
sham	37:23	species	28:15	subdivision
24:18	six-lane	26:17	stations	28:17 29:4
shame	36:25	speed	37:23,23	subdivisions
29:11	size	12:15	38:2	28:24 29:18
sheet	34:1	spend	staying	submit
36:1	sky	12:1 13:15	12:6	36:15
sheets	9:21	21:23	stealing	suburbs
35:21	slash	spending	11:15 17:17	30:23
Sherry	37:16	2:19 11:25	Stealth	sudden
14:16	smaller	12:13	27:16,24	9:2
short	33:17	spends	stick	Sudie
4:7 31:18	smart	15:11	23:10	33:14
Shorthand	16:9	spoke	sticking	suggestion
40:7	Smith	5:9,10	17:19	8:22
short-term	18:16,16,18	spoken	stolen	suggestions
31:3	sold	35:6	3:14	8:10
show	21:4 31:7	Spring	Stone	Suite
36:22,24	solution	27:16,24	7:23 28:2	40:22
shuttle	20:11 31:3	Springs	stop	Sunset
30:18	solve	21:22	4:3 6:18	4:17
side	5:17 31:18	ST	11:19 12:13	SuperStreet
6:15,18,21	somebody's	1:13	34:2,2,8,10	3:2 14:2
14:4 17:23	9:22	stakeholders	37:10	20:9
18:1 21:8	soon	35:9	stopped	SuperStreets
28:20	3:1 20:10	stalling	13:1	19:17,23
sign	32:15	12:23 33:4	stopping	supply
12:14	sooner	Starkey	34:9	29:23
signs	26:10 33:17	20:7,7	stops	support
6:19 34:2	sound	start	34:11	19:8
Silentbluff	15:21	3:23 12:13	story	sure
26:25	sources	23:14 24:12	4:7	13:10,13
simple	22:21	24:13 30:4	straight	surrounding
12:4	south	started	8:20	14:20
single	8:11,20	6:22 24:9	streets	suspicious
21:25 25:12	14:11 17:23	33:16	14:4	22:14
sit	21:8 28:8	starting	studies	synchronize
13:7	33:9	7:17	12:13 15:5	19:18
sites	southbound	starts	study	Syntex
30:17	28:1	32:11,11	12:17 13:6	6:4
sitting	space	state	17:22,25	System
5:1 7:16	28:18	3:20 7:1	18:1,2,11	37:15
12:20 25:7	spaces	19:10 40:4	23:22 30:16	systems
situation	5:23	40:7	36:15	32:5



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<b>T</b>	<b>terrible</b>	37:14	30:6,7	<b>Tommy</b>
<b>take</b>	33:1	<b>think</b>	31:11	7:5
6:7 8:7 9:17	<b>territory</b>	2:20,25 3:5	<b>times</b>	<b>tonight</b>
13:22 15:14	35:5	10:5,23	34:10,10	5:15
16:17,21,21	<b>Terry</b>	11:7 12:3	<b>tired</b>	<b>tonight's</b>
16:22 18:3	6:1	12:12 13:2	31:9	35:13
<b>taken</b>	<b>testify</b>	13:18 14:2	<b>titles</b>	<b>torn</b>
4:1 26:5	23:5	16:3,7,7,13	37:15	37:8
<b>takes</b>	<b>testimonials</b>	16:25 17:18	<b>today</b>	<b>total</b>
12:19	27:4,5	20:9,10,16	16:23 24:18	16:19 23:20
<b>talk</b>	<b>Texas</b>	20:25 21:15	26:22	<b>totally</b>
5:15,19	1:15 2:2,7	21:18 22:6	<b>told</b>	16:2
<b>tax</b>	2:15 3:10	22:11,19,19	17:10,20	<b>town</b>
8:3 14:11	3:20 7:22	26:10 29:14	36:11 38:24	4:13 5:21
16:18 21:3	11:8,14,23	29:20 30:2	<b>toll</b>	18:14
21:15 22:4	11:24 12:12	31:2,14	6:2,9,16,17	<b>traffic</b>
27:12	14:1,8,17	34:13,17,19	6:21,24 7:7	4:20 5:1
<b>taxes</b>	15:18 16:2	34:20 38:20	7:25,25 8:4	6:19,20,22
23:9	16:7 18:17	<b>thinks</b>	9:7,8,10,20	7:16 12:18
<b>taxpayer</b>	18:18 19:11	35:14	9:24 10:13	12:21 13:8
2:4 24:20	19:15 20:8	<b>thought</b>	10:16,16,18	13:9,13,16
<b>taxpayers</b>	22:10,24	38:2,3,4,5	10:22 11:2	14:10 19:22
16:8 17:17	23:4,14	<b>THOUSAND</b>	11:5,7,17	21:22 25:4
<b>Ted</b>	25:1,24	1:14	12:3 13:19	25:7,9
18:17	27:1,16,24	<b>thousands</b>	14:11,18	27:19 31:9
<b>tell</b>	28:12 33:13	4:8 12:25	15:19,20	32:10,10,11
6:2 14:2	33:15,24	13:7	16:3,20,24	32:13,16,19
<b>telling</b>	35:2,12	<b>three</b>	16:25 17:2	32:23,25
4:4	40:4,7,20	12:2 13:5	17:10 18:8	33:1,2 34:3
<b>tells</b>	40:22	24:10 27:25	18:11,12,13	34:8,10
38:8	<b>Thank</b>	28:1,8,8	18:19,20,23	<b>Trail</b>
<b>ten</b>	12:9 15:24	35:24	18:24 19:2	11:14
2:9 14:25	18:14 19:12	<b>three-year</b>	19:3,10	<b>transcribed</b>
15:2 16:19	22:21 27:13	24:11	21:18,24,25	33:5 38:18
23:20,20	<b>Theodore</b>	<b>throat</b>	22:11,18	40:9
24:8 33:18	18:16	18:9	23:20,23	<b>transcript</b>
35:25	<b>they'd</b>	<b>till</b>	24:3 27:2,9	40:8
<b>tends</b>	29:21 32:24	12:19	27:12 34:1	<b>transcrip...</b>
9:15	<b>thing</b>	<b>Tim</b>	34:12,25	40:10
<b>ten-lane</b>	3:1 18:4	29:20	37:3,4,9,12	<b>transit</b>
32:21	32:8,17	<b>Timberwood</b>	38:22	20:17,17,19
<b>term</b>	34:6 36:16	29:21	<b>tolled</b>	20:22,22
31:18	36:25 37:3	<b>time</b>	3:3,4 36:25	30:15,15
<b>terminal</b>	37:21	5:1,5,14	<b>tolling</b>	31:1,12,15
30:19	<b>things</b>	6:11 7:14	23:6 33:20	31:17
<b>terms</b>	23:25 28:13	12:8,8	<b>tolls</b>	<b>transport...</b>
20:24	28:15 31:2	15:14 24:15	10:8,9 11:8	2:7 37:15,16
	31:10 37:14	25:8 29:21	23:9	38:4,14



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<b>travel</b> 25:16 37:11	<b>two</b> 4:12 8:18,19	<b>UPDATE</b> 1:10	19:24	21:16,16,21
<b>trees</b> 10:25	27:2 33:7	<b>upkeep</b> 21:11,14	<b>voted</b> 7:2	22:5,17
<b>tremendously</b> 23:7	34:10 35:24	<b>use</b> 3:4 6:16	<b>W</b>	23:1 30:3
<b>tried</b> 31:11	<b>two-lane</b> 4:10	19:25 21:5	<b>wage</b> 9:20	30:11 33:21
<b>trips</b> 33:3	<b>TxDOT</b> 4:15,21 5:8	21:6 34:15	<b>wait</b> 6:2 8:15,16	34:18 35:6
<b>true</b> 12:17 36:15	11:15 17:14	<b>uses</b> 25:11	13:6 24:10	37:11
40:8	17:14 22:16	<b>usual</b> 19:19	<b>waiting</b> 12:21	<b>weekday</b> 12:16
<b>truly</b> 14:23	23:22 27:17	<b>usually</b> 9:12	<b>want</b> 6:2,14 8:6	<b>went</b> 9:6 10:24
<b>trust</b> 36:18,19,20	<b>TxDOT's</b> 36:5	<b>utilities</b> 29:1 30:5	8:12,12 9:3	24:7
38:13	<b>type</b> 30:15	<b>utility</b> 29:17	9:8 10:1	<b>West</b> 40:22
<b>try</b> 16:10 24:21	<b>T-U-R-F</b> 19:9	<b>U.S</b> 1:9 2:10	11:24 14:1	<b>westbound</b> 4:10
32:12 35:19	<b>U</b>	25:2,10	14:2,17	<b>we're</b> 4:4,16 5:24
<b>trying</b> 8:10 13:15	<b>ugly</b> 5:8	28:2	15:18,20,23	7:2 10:4,4
17:9 18:8	<b>ulterior</b> 12:23	<b>V</b>	17:2,10	12:20 13:21
25:3 32:21	<b>ultimately</b> 3:3	<b>Valdivia</b> 25:23,23	18:11,12,20	21:25 26:9
<b>TSM</b> 37:16	<b>unavoidable</b> 25:8	<b>valuable</b> 15:14	18:21,22,24	26:9
<b>TURF</b> 19:8,9	<b>underline</b> 5:20 35:22	<b>values</b> 34:18	19:7 20:2,8	<b>we've</b> 13:20 17:10
<b>turn</b> 8:11,15,16	<b>underneath</b> 6:20	<b>vehemently</b> 18:19	20:24 22:10	21:21 27:3
19:24,24,24	<b>understand</b> 3:18 8:24	<b>version</b> 24:7,8	23:10 24:21	28:14,22
29:21 32:25	10:22 11:9	<b>versus</b> 33:19	27:25 35:14	29:18 30:10
<b>turnaround</b> 34:6	14:23 17:4	<b>Veterans</b> 3:19	<b>wanted</b> 8:4 20:9	31:11,13
<b>turned</b> 18:20	17:4 22:15	<b>view</b> 38:14	<b>wants</b> 18:13	<b>Wikman</b> 3:9,9
<b>turning</b> 8:19,19	<b>undertoned</b> 5:9	<b>Vista</b> 33:24	<b>waste</b> 10:25 14:11	<b>Wilson</b> 2:14,14
<b>Turtle</b> 23:13	<b>unnecessary</b> 23:16	<b>voiced</b> 5:7	16:8 20:2	<b>wind</b> 34:22 35:1
<b>twelve-lane</b> 32:21	<b>unneeded</b> 27:2	<b>voices</b> 5:9	27:8 34:11	<b>Winton</b> 34:20
<b>twenty</b> 31:13 33:19	<b>unreasonable</b> 13:7	<b>vote</b>	<b>wasting</b> 12:21	<b>wise</b> 29:17,17
<b>twice</b> 16:17	<b>unwarranted</b> 27:7		<b>water</b> 4:5,6 26:19	<b>withdraw</b> 36:5
			26:20 28:25	<b>WITNESS</b> 40:15
			29:19,20,22	<b>wonder</b> 25:15 36:13
			29:23,25	<b>Wood</b> 3:10
			38:23	<b>work</b> 2:19 7:17
			<b>way</b> 8:10,11,18	9:11,12,12
			11:3,20	
			12:16 15:1	
			16:4 20:13	
			20:14 21:4	



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9:19 10:2	<b>Zalontz</b>	16:19 17:22	1:17 7:16	31:5,15
15:22,22	15:17,17	23:21	12:17 40:16	32:9,15
19:21 20:18	16:1,1	<b>1602</b>	<b>2019</b>	33:6,7,8,11
20:23 21:9	<b>Zone</b>	1:14	33:23	33:25 38:5
30:19 31:8	12:5	<b>1604</b>	<b>202</b>	<b>281/1604</b>
31:22 33:3	<b>zones</b>	2:10 4:9	11:22	7:14 26:16
34:6	26:15	5:24 14:11	<b>206</b>	
<b>worked</b>		15:3 16:11	22:23 23:3	<b>3</b>
31:2	\$	18:7,20	<b>210</b>	<b>3</b>
<b>workers</b>	<b>\$1.3</b>	26:4,9	19:7 40:23	27:25 36:4
9:23	16:24	30:13 31:7	40:23	<b>3.8</b>
<b>working</b>	<b>\$1.7</b>	32:9,12,12	<b>21207</b>	16:22
7:9 10:4,5	11:7	32:15,16,18	13:25	<b>331-2280</b>
15:11	<b>\$170</b>	32:20 33:8	<b>214</b>	40:23
<b>works</b>	16:24 20:2	33:9,10	26:25	<b>35</b>
20:20	<b>\$325</b>	<b>1604/281</b>	<b>2158</b>	31:15
<b>World</b>	2:9	17:22	20:7	<b>358-3670</b>
22:3	<b>\$50</b>	<b>1730</b>	<b>22</b>	40:23
<b>worse</b>	12:1	24:25	5:5	
5:12,13 25:8	<b>\$500</b>	<b>1734</b>	<b>2230</b>	<b>4</b>
<b>worst</b>	12:2	19:15	2:14	<b>40</b>
4:19		<b>18</b>	<b>25</b>	12:15 13:16
<b>wouldn't</b>	<b>1</b>	16:21 20:1	35:3	<b>410</b>
19:21 23:8	<b>1</b>	<b>18222</b>	<b>2526</b>	15:2
24:10 29:10	36:24	22:9	18:16,18	<b>45</b>
32:18	<b>12</b>	<b>190</b>	<b>27</b>	2:19
<b>wrecks</b>	2:19 12:19	7:15	1:17	<b>4531</b>
27:21	13:8		<b>281</b>	3:9
<b>wrong</b>	<b>12/31/10</b>	<b>2</b>	1:9 2:11,16	<b>461</b>
6:17	40:20	<b>2nd</b>	2:17,22	27:16,24
	<b>12048</b>	40:15	3:12 4:13	
<b>Y</b>	35:12	<b>20</b>	4:19 5:12	<b>5</b>
<b>Yeah</b>	<b>1404</b>	16:10,19	5:24 7:1,24	<b>5:00</b>
37:4	16:6	23:21 37:1	8:13,16,20	1:18 13:12
<b>year</b>	<b>141</b>	<b>20-page</b>	12:1,6	<b>505</b>
24:13	11:13	35:25 36:23	13:13 14:4	33:14
<b>years</b>	<b>1495</b>	<b>2000</b>	14:10,13	<b>530</b>
3:13 5:6,18	14:16	2:9 8:25	15:2 16:4	25:23
6:8 7:13	<b>151/1604</b>	<b>20015</b>	18:20 19:16	<b>5392</b>
9:5 12:24	22:3	14:8	20:1,12	40:20
13:6 15:1,2	<b>15403</b>	<b>2002</b>	21:18,19,20	<b>5749</b>
16:23 24:10	28:11 33:12	27:19 28:3	21:25 22:11	15:17 16:1
31:13 35:3	<b>1564</b>	<b>2003</b>	23:6,11,19	
37:7	12:11	8:25	25:2,10	<b>6</b>
<b>Y'all</b>	<b>15903</b>	<b>2008</b>	26:4,10	<b>6:00</b>
17:9	35:1	36:4	27:2,18,21	13:12
	<b>16</b>	<b>2009</b>	28:3 29:11	<b>6:30</b>
<b>Z</b>			29:13 30:8	



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13:11	14:1,8 20:8			
<b>630</b>	22:10			
40:22	<b>78260</b>			
	2:15 23:14			
<hr/> 7				
<b>7.9</b>	<hr/> 8			
16:11 17:2	<b>838-7549</b>			
<b>703</b>	19:7			
23:13				
<b>727</b>	<hr/> 9			
7:21	<b>9:00</b>			
<b>77</b>	1:18			
40:21	<b>9901</b>			
<b>78070</b>	40:22			
27:16,24	<b>998</b>			
<b>78109</b>	2:2			
2:2				
<b>78133</b>				
12:12				
<b>78163</b>				
14:17 15:18				
16:2,7				
<b>78201</b>				
25:24				
<b>78209</b>				
22:24 23:4				
<b>78212</b>				
35:12				
<b>78213</b>				
11:23				
<b>78216</b>				
27:1				
<b>78230</b>				
40:22				
<b>78232</b>				
1:15 11:14				
18:17,19				
28:12 33:13				
33:15,24				
35:2				
<b>78248</b>				
19:15				
<b>78249</b>				
3:10				
<b>78258</b>				
7:22 25:1				
<b>78259</b>				



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## Comment Card

US 281 EIS Public Scoping Meeting #1

August 27, 2009

Comment 161

St. Mark's Catholic Church Gymnasium

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward

Why are there No Elected Officials  
but illegally taxpayer paid "Public Relations  
Involvement" + employees here? Why are no  
Funding discussions done being done?  
Federal Govt, Texas Dept of Transportation,  
Mobility Planning Organization, Regional Mobility  
Agency + others had \$325 million an or  
about 2000 for 10 new construction lanes  
+ loop exchanges for Loop 1604 + up  
North US Hwy 281 - but this still hasn't  
been done? Why not? When will we  
have a Free Highway that is expanded  
Name: Celeste Morris

Address: P O Box 998

City, State Zip: Converse, TX 78109

Email: aplus14@juno.com

After tonight's meeting, written comments can be e-mailed to  
US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public  
Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,  
1222 N. Main Avenue Ste 1000, San Antonio, TX 78212.

All written comments received or postmarked by Tuesday, September 8, 2009,  
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281  
TRANSCRIBED/ADDED  
Comment Card

TO DICIE'S  
RECORD. US 281 EIS Public Scoping Meeting #1  
August 27, 2009  
Comment 169 St. Mark's Catholic Church Gymnasium

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

Overpasses ~~are~~ the only option  
for all who live next to 281.

Traffic would not be any greater  
then, than it is now south of  
1604.

Why waste our TAX dollars on  
Toll roads when the overpasses  
promised to us would be so  
much cheaper!

Gov. Perry is looking at 281 as a  
"Cash Cow." And SA's Alamo RMA is doing the

Name: MYNDA M'Guire MILKING

Address: 20015 Encino Royale

City, State Zip: SA, TX 78259

Email: ARMYNDA@SBCglobal.net

After tonight's meeting, written comments can be e-mailed to  
US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public  
Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,  
1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212

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TRANSCRIBED / ADDED TO  
DIE'S RECORD **Comment Card**

US 281 EIS Public Scoping Meeting #1  
August 27, 2009

Comment 175 St Mark's Catholic Church Gymnasium

*[Handwritten signature]*

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The alternatives that are recommended for 281 (ex: Super Streets, etc) are ridiculous. Why do we need an EIS to synchronize lights? Seems like that would be something that is done as part of business as usual. If it is a jurisdictional problem, why can't the entities work together to resolve it? Wouldn't both areas improve w/ better traffic flow? As for super streets what a ridiculous idea! Turn right to turn left to turn right? (SEE BACK COMMENTS)

Name: Lois Gregory  
Address: 1734 Aspen Ridge  
City, State Zip: SA, TX 78248  
Email: lgregory@sattx.cc.com

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I vote to use the money that's already been approved for purposes on 281. It could be done in 18 mos, cost \$170 million. I don't want to waste any more of my money for alternative plans or organizations like LMA to create roadblocks to something I've already paid for.

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## Comment Card

US 281 EIS Public Scoping Meeting #1

August 27, 2009

Comment 184

St. Mark's Catholic Church Gymnasium

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We would like to see  
TXDOT construct the overpass  
on 281 & let the present  
roads be improved to handle  
traffic better. TXDOT had  
the money in 2002 &  
promised to build the overpass  
@ Barfield Road & it is still  
not built. We need to keep  
wrecks down on 281.

Name: PAULINE E. FRERICH

Address: 461 STEALTH DRIVE

City, State Zip: SPRING BRANCH, TX 78070

Email: mfrerich@gvtc.com

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[US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org), faxed to (210) 495-5403 attention 281 EIS Public  
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## Comment Card

US 281 EIS Public Scoping Meeting #1

August 27, 2009

Comment 185

St. Mark's Catholic Church Gymnasium

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We want you to build 3 (three) lanes Northbound and three lanes Southbound with overpasses @ Borifield, Evans Rd, El Encino & Howe Oak on US 281. There was money for this in 2002 and should have been done then. There have been too many <sup>MANY</sup> lives lost and too many injured because of no construction of the above mentioned roadway & overpasses. Lets do the three lanes Northbound and three lanes Southbound with overpasses now!

Name: MONROE A. FRERICH

Address: 461 STEALTH DRIVE

City, State Zip: SPRING BRANCH, TX 78070

Email: mfrerich@qutc.com

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## Comment Card

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August 27, 2009

Comment 186 St. Mark's Catholic Church Gymnasium

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1. There is no doubt about the need for 281 improvements.
2. There is no problem on 281N until you get to 1604. The main difference is that 281 S of 1604 has overpasses at the major intersections. Why not do the same above 1604? This would not require any more lanes than on the rest of 281.

Name: Garth L. Beitzel

Address: 15403 Forest Mist

City, State Zip: San Antonio, TX 78232

Email: gbeitzel@sattx.rr.com

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August 27, 2009  
St. Mark's Catholic Church Gymnasium

Comment 191

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THE MAIN REASON FOR THIS  
MEETING WAS TO LEARN WHAT THE  
CITIZENS THINK OF THE IMPACT UPON  
THE ENVIRONMENT.

I CAN'T BELIEVE THE AQUIFER WOULD  
NOT BE AFFECTED BY THIS MASSIVE TOLL  
ROAD CONSTRUCTION? THIS IS OUR DRINKING  
WATER UNDER THERE! AND WHAT WAS  
NOT TOLD TO US WAS THE FACT THAT  
OVERPASSES INSTEAD WOULD NOT  
AFFECT THE ENVIRONMENT AS BADLY,  
AN INITIATIVE ORIGINALLY PRESENTED!

Name: JACK M. FINGER

Address: P.O. Box 12048

City, State Zip: SAN ANTONIO, TEXAS 78212

Email: (NONE)

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[US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org), faxed to (210) 495-5403 attention 281 EIS Public  
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